BY ORDER OF THE COMMANDER **MHAFB INSTRUCTION 13-287**
366TH WING **15 MAY 1998**

Space, Missile, Command, and Control

SAYLOR CREEK AIR FORCE RANGE (SCAFR)

(COMPLIANCE WITH THIS PUBLICATION IS MANDATORY)

This instruction implements AFPD 13-2, *Air Traffic Control;* AFI 13-212, Volume I, *Weapons Ranges;* and AFI 13-212, Volume II, *Weapons Range Management.* This instruction establishes correct operations and procedures for all users of SCAFR.

Chapter 1--RESPONSIBILITIES

Chapter 2--RANGE DESCRIPTION AND CAPABILITIES

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Chapter 1

RESPONSIBILITIES

1.1. General. This chapter outlines responsibilities for control of SCAFR complex which includes R3202 A, B, C, Sheep Creek 1/2/3, Bruneau 1/2 and Saylor Military Operating Areas (MOA). SCAFR is operated and maintained under direction of the 366th Wing Commander, (366 WG/CC), who has delegated operational and maintenance responsibilities to the Commander, 366 Operations Group (366 OG/CC), and the Commander, 366 Operations Support Squadron (366 OSS/CC). All inquires for range operations/exercises, ground or air will be coordinated through 366 OSS/OSR (Airspace and Range Flight) 366 OSS/OSOS (Wing Scheduling). Entry authorization into or on the range impact area must be approved by 366 OSS/OSR.

1.2. Correspondence. Users with questions regarding range use or procedures can write or call:

Saylor Creek Air Force Range
366 OSS/OSR
1050 Desert St., Suite 107
Mountain Home AFB ID 83648-5527
DSN728-2981/2985

1.3. Scheduling:

1.3.1. General. 366 OSS/OSOS (Airspace Scheduling) schedules all activities on SCAFR. Electronic Combat training is scheduled through the 266th Range Squadron, Range Scheduling Office (266 RANS/DOOR). 366 OSS/OSOS duty hours are 0730-1630 Mountain Standard Time (MST), Monday-Friday. Normal operating hours of the range are 0800-0000 MST, Monday-Friday (1400-0600Z during standard time, 1500-0700Z during daylight savings time). Users should refer to the section on Explosive Ordnance Disposal (EOD) operations (paragraph 1.5) for operating hour restrictions. Range may be available at other than the hours identified above if 366 OSS/OSOS is notified 2 working days prior to the requested day (refer to paragraph 3.3. on fire season restrictions prior to scheduling the range outside normal operating hours). Scheduling SCAFR includes those areas identified in paragraph 1.1. 366 OSS/OSOS will ensure all scheduled range activities are coordinated with 366 OSS/OSR. During Class B/C, vehicle/personnel entry approval into/on the range impact area will be coordinated through the range control officer (RCO) if on range, or 366 WG/CP (Command Post).

1.3.2. Changes. 366 OSS/OSOS will approve schedule changes during normal duty hours. 366 WG/CP (Wing Operations Center) will coordinate changes after normal duty hours. 366 WG/CP will only accept changes for the same day or next day's schedule. Schedule changes requiring earlier or later manning of the range or Television Ordnance Scoring System (TOSS), normally requires 24-hour advanced notice.

1.3.3. Range Line-up. Crews will obtain fire restrictions from 366 WG/CP or the 366th Civil Engineer Squadron, Fire Department (366 CES/CEF) prior to scheduling flight (see paragraph 3.3). Notify TOSS of planned events and targets before takeoff. This will allow setup of scoring cameras on selected targets and reduce time required to change cameras between targets. Failure to notify TOSS of intended target(s) may result in no TOSS scores. After normal duty hours call the 24-hour answering service at DS728-2709, or fax DSN728-4229. Pass the following information, in order:

1.3.3.1. Call sign and gun number.
1.3.3.2. Scheduled range time.
1.3.3.3. Number and type of aircraft in flight.
1.3.3.4. Type of event(s).
1.3.3.5. Target # and attack heading.
1.3.3.6. Special requests (e.g., TOT scoring, heavyweight releases, laser, etc).
1.3.3.7. Home station and unit.
1.3.3.8. DSN Fax number.

NOTE: Aircrew will fax SCAFR Coordination Checklist (Attachment 2) to TOSS as the means to communicate this information. If unable to contact TOSS, call the RCO or 366 WG/CP and pass on the above information.

1.3.4. Range Control Agency. Range control agency is the contract RCO during Class A operations. 366 WG/CP (call sign Raymond 27) is the entry/exit authority during Class B/C operations. SCAFR contractor will schedule a RCO for units requiring day range procedures on SCAFR (day procedures extend from 30 minutes prior to sunrise until 30 minutes after sunset). 366 WG/CP will control entry/exit on range as Class B/C during the day if RCO is not present or has ultra high frequency (UHF) radio failure. During night operations, range is Class B/C. When unscheduled flights check in, 366 WG/CP will call the range contractor or 266 RANS/MCC (Job Control) to ensure all personnel are away from the impact area before clearing the flight on the range. Flight leads will ensure RCO or 366 WG/CP has given clearance to enter the range before doing so.

1.3.5. Range Maintenance. RCO will be notified of any work scheduled on the range impact area, to include start/stop times of activity. RCO will determine which areas of the range to close and direct flights away from maintenance work areas as required. Work details will maintain radio contact with RCO.

1.4. Maintenance Responsibilities. 366 OG/CC through 366 OSS/OSR (Quality Assurance Evaluators) will ensure contract compliance by SCAFR contractor.

1.5. Decontamination and Explosive Ordnance Disposal (EOD) Operations. Decontamination of SCAFR is the responsibility of 366 CES/CED (EOD) through the 366th Support Group Commander (366 SPTG/CC) in compliance with AFI 13-212/ACC Sup 1, and this instruction. Two methods of decontamination are used:

1.5.1. Bimonthly Decontamination. West side of SCAFR will normally be closed from 0800-1500 on the first Friday of each month, and the East side will normally be closed from 0800-1500 on the third Friday of each month. Decontamination will be included on the wing flying schedule. When EOD is on range, the applicable side is closed to air-to-ground training (refer to attachment 9 for attack restrictions). Aircraft may over-fly the closed portion of the range above 14,000 feet mean sea level (MSL) (10,000 feet above ground level (AGL)) with switches safe. Aircraft utilizing Saylor Creek/Bruneau or Gunfighter airspace for air-to-air operations may also over-fly closed portions of the range above 14,000 feet MSL (10,000 feet AGL) if no air-to-ground ordnance is loaded on the aircraft. Strafe and heavyweight events are prohibited. Chaff, flare, and laser use are prohibited over the impact area. Chaff and flare use over the rest of the airspace will be IAW local directives. Changes to this schedule will be coordinated 1-week in advance. Range users will coordinate with RCO or 366 WG/CP prior to use.

1.5.2. Annual Decontamination. Normally, 366 CES/CED will conduct annual decontamination the last half of September. During this period, the East or West side of range will be closed. Contact 366 OSS/OSOS (Wing Scheduling) for dates. On the last day of annual decontamination, the entire impact area will be closed for ordnance treatment operations. 366 CES/CED will forward the schedule NLT 2 days prior to closure. Range restrictions still apply per paragraph 1.5.1.

1.6. Reports:

1.6.1. RCOs will complete MHAFB Form 5, **[Daily Range and Scoring Report]**, for each flying day's activity. TOSS prepares computer-generated score sheets and forwards to aircrews. Scores can be faxed if requested. TOSS maintains a copy of daily computer score sheets for 1-year. Off-base users can request fax score sheets from TOSS.

1.6.2. 366 OSS/OSRA (Airspace Management) will prepare monthly and annual range reports.

1.7. Range Review Board:

1.7.1. A Range Review Board will be established and meet IAW AFI 13-212. Members are:

1.7.1.1. Commander, 366th Operations Group Commander – Chairman

1.7.1.2. 366th Operations Support Squadron, Airspace and Range Flight – Moderator

1.7.1.3. Commander, 366th Civil Engineer Squadron - Member
1.7.1.4. 366th Civil Engineer Squadron, Explosive Ordnance Disposal - Member
1.7.1.5. 366th Civil Engineer Squadron, Fire Protection Flight - Member
1.7.1.6. 366th Operations Support Squadron, Airspace Scheduling Flight - Member
1.7.1.7. 366th Operations Support Squadron, Airfield Operations Flight - Member
1.7.1.8. 366th Operations Support Squadron, Weapons & Training Flight - Member
1.7.1.9. 366th Operations Support Squadron, Airspace Manager - Member
1.7.1.10. 389th Fighter Squadron, Weapons Officer - Member
1.7.1.11. 390th Fighter Squadron, Weapons Officer - Member
1.7.1.12. 391st Fighter Squadron, Weapons Officer - Member
1.7.1.13. 366th Operations Support Squadron, Range Operations Officer - Member
1.7.1.14. 366th Operations Group, Standardization/Evaluation Officer - Member
1.7.1.15. 366th Wing Operations Center - Member
1.7.1.16. 366th Wing Safety - Member
1.7.1.17. Commander, 366th Contracting Squadron - Member
1.7.1.18. 34th Bomb Squadron, Weapons Officer - Member
1.7.1.19. 366th Aerospace Medical Squadron, Bioenvironmental Engineering - Member
1.7.1.20. 190th Fighter Squadron, Idaho ANG (190 FS/DOW) - Member
1.7.1.21. 189th Tactical Airlift Squadron (189 TAS/DO) - Member
1.7.1.22. 1-183 AVN Idaho Army National Guard (OPS) - Member
1.7.1.23. Saylor Creek RCO - Member
1.7.1.24. Commander, 22d Air Refueling Squadron - Member
1.7.1.25. Commander, 266th Range Squadron - Member

1.7.2. Normally, the range review board will meet annually. Additional meetings may be scheduled as required. 366 OSS/OSR will contact frequent off-base users (such as 388 FW, Hill AFB) approximately 1-month prior to meeting for agenda items or inputs. 366 OSS/OSR will publish and maintain range review board minutes.

1.8. 366 WG/CP Responsibilities. 366 WG/CP will:

1.8.1. Obtain daily fire restrictions from 366 CES/CEF and pass restrictions to 389 FS, 390 FS, 391 FS, 34 BS, operations desk and the RCO.

1.8.2. Act as range entry/exit monitor when range is Class B/C.

1.8.3. Advise TOSS of traffic entering and exiting range.

1.8.4. Upon notification of a range fire, comply with appropriate checklist(s).

1.8.5. Advise aircrew on range that class B/C procedures are in effect.

1.8.6. Upon notification from RCO of standing water, snow, or ice, notify 391 FS operations desk that lasers are not authorized.

1.9. Firefighting Responsibilities. SCAFR contractor has primary fire-fighting responsibility in the impact area. 366 CES/CEF, and the Bureau of Land Management (BLM) will provide additional fire-fighting support when requested.

1.10. Security and Control:

1.10.1. Entry approval into/on the SCAFR impact area will be approved by 366 OSS/OSR.

1.10.2. Visitors are not authorized on the range unless accompanied by proper escort. Visitors will receive a safety briefing by the range contractor, and will sign the visitors log upon arrival. 366 WG/PA (Public Affairs Ext. 6500) and 366 OSS/OSR will be notified prior to **all** range visits.

NOTE: **ALL** Ground Forward Air Control (FAC) personnel are required to coordinate with 366 OSS/OSR prior to conducting any operations on SCAFR. Ground FACs **will not** be permitted on range without a signed FAC coordination letter from 366 OSS/OSR.

1.11. 366 WG/SE Responsibilities. 366 WG/SE or their representative will conduct periodic safety inspections as required IAW safety regulations. Inspections will be coordinated through 366 OSS/OSR before proceeding to SCAFR. 366 WG/SE will notify 366 OSS/OSR of all inspection results.

1.12. Safety Procedures. The following safety procedures apply:

1.12.1. In the event of an aircraft emergency, crash, or ejection on the range complex, range contract personnel will participate in recovery operations as directed by RCO or 366 WG/CP.

1.12.2. Ground movements on range impact area during flight operations are prohibited unless approved by RCO or WG/CP.

1.12.3. During Class B operations, all ground movement will be coordinated with 366 WG/CP. *EXCEPTION:* Forward Air Controllers (FAC) or special missions.

1.13. 366 CES/CC Responsibilities. 366 CES/CC will conduct periodic facility, environ-mental, and fire prevention inspections of the range facilities. Inspections will be coordinated through 366 OSS/OSR before proceeding to SCAFR. 366 CES/CC will initiate maintenance and repairs, which are beyond the capabilities of the range contractor to ensure safe and efficient range operations. 366 CES/CC will notify 366 OSS/OSR of inspection results.

1.14. Commander, 366th Medical Group (366 MDG/CC) Responsibilities:

1.14.1. 366 MDG/CC, through 366 AMDS/SGPB (Bioenvironmental), will ensure proper inspections at the range are completed. Inspections will be coordinated through 366 OSS/OSR before proceeding to SCAFR. 366 AMD/SGPB will notify 366 OSS/OSR of inspection results. 366 AMD/SGPB will also provide laser footprint data when requested.

1.14.2. 366 MDG will provide emergency medical support, as necessary, during range operating periods.

1.15. 366 OSS/OSW (Weather Flight) Responsibilities. 366 OSS/OSW will provide weather forecasts, advisories, and warnings, for SCAFR as per MHAFBI 15-101, *Weather Support*. These will be disseminated locally across the Air Force Wing Command and Control System (AFWCCS), forecasts only, and the Automated Weather Distribution System (AWDS). SCAFR forecasts will also be transmitted long line via the Automated Weather Network (AWN), for off-base users.

Chapter 2

RANGE DESCRIPTION AND CAPABILITIES

2.1. General. SCAFR is a day and night multi-use Class A/B/C air-to-ground and electronic combat range complex located 25 nautical miles (NM) southeast of Mountain Home AFB ID. The range lies in rolling, high desert terrain covered with grass and sagebrush. The range contract facilities are painted lime yellow, and there is a zigzag bladed line between the south complex and the north control tower to aid in identification.

2.1.1. Range Layout. SCAFR impact area is oriented true north/south. Control tower and range support buildings are located on the north/south road bisecting the range (refer to Attachment 5). The area south of the control tower contains an airdrop zone. Weapons impact area is north of the control tower and contains applied tactics targets.

2.1.2. Scoring:

2.1.2.1. Day. SCAFR has three Television Ordnance Scoring Systems (TOSS). This gives the capability to score multiple impact points. Score clock positions will be relative to True North unless the user coordinates attack headings with the TOSS office.

2.1.2.2. Night. TOSS cameras are set up for three targets at night. Table 2.1 lists the designated night targets. Cold spot charges cannot be scored at night. Users may request other night targets if:

Table 2.1. Night Targets.

NIGHT TARGETS					
DAY	**PRIMARY**	**SECONDARY**	**DAY**	**PRIMARY**	**SECONDARY**
1	**44**	48/94	**16**	**56**	81/94
2	**81**	107/118	**17**	**43**	44/118
3	**47**	81/100	**18**	**107**	81/100
4	**75**	44/94	**19**	**44**	107/94
5	**51**	81/118	**20**	**81**	48/118
6	**48**	44/100	**21**	**47**	81/100
7	**56**	81/94	**22**	**75**	44/94
8	**43**	44/118	**23**	**51**	81/118
9	**107**	81/100	**24**	**48**	44/100
10	**44**	107/94	**25**	**56**	81/94
11	**81**	48/118	**26**	**43**	44/118
12	**47**	81/100	**27**	**107**	81/100
13	**75**	44/94	**28**	**48**	107/94
14	**51**	81/118	**29**	**81**	48/118
15	**48**	44/100	**30**	**47**	81/100
			31	**75**	44/94

NOTE: Target 83 is available at all times.

2.1.2.2.1. Request is made at least 30 minutes prior to sunset. (Cameras cannot be repositioned after sunset and requested change does not affect other scheduled range users.)

2.1.2.2.2. Change is coordinated through TOSS.

2.1.2.3. TOSS system accuracy is to 1-meter. Weather conditions (high winds) and lack of coordination by the user may adversely affect scoring system accuracy and availability.

2.1.2.4. If requested, bomb-scoring video is available at TOSS (Building 923 on 7th Avenue).

2.2. Frequencies (UHF only):

2.2.1. Range Primary - 292.2
2.2.2. Range Secondary - 381.3
2.2.3. MHAFB RAPCON - 259.1
2.2.4. Salt Lake Center - 387.15 or 363.0
2.2.5. Raymond 27 (366 WG/CP) - 381.3
2.2.6. Bruneau 1/2, Sheep Creek 1/2/3 MOA - 251.875
2.2.7. Sagebrush Control (EC) - 251.2
2.2.8. Paradise MOA - 272.7/236.05/225.55
2.2.9. Owyhee MOA - 392.2/266.35

2.3. Air-to-Ground Targets. SCAFR includes conventional and tactical targets. Conventional deliveries, except strafe, are allowed on all targets except those identified as "no drop in" (see Table 2.2). Inert heavyweight ordnance is allowed only on designated heavyweight targets. See Table 2.2 for all target descriptions, restrictions, and authorized ordnance.

2.3.4. Low Angle Strafe Targets. Four acoustically scored drag chute targets are available. Run-in lines are 2000 feet long. The 2000-foot cease-fire line is an east-to-west road. The line is also marked by two pieces of white PVC piping 10 inches in diameter and 20-foot long approximately 4 feet above the ground, perpendicular to the strafe run-in line.

2.3.4.1. Authorized Deliveries. Low angle strafe.

2.3.4.2. Authorized Ordnance. Ball ammunition and target practice tracer (TPT).

NOTE: TPT is prohibited during fire season.

2.3.4.3. Authorized Attack Heading. 342 degrees magnetic only.

2.3.5. High angle strafe targets. Target 16-24, 83. Long range/tactical strafe targets. Targets 16, 17. See Table 2.2 for target descriptions/restrictions.

2.3.6. All tactical targets are scoreable. See Table 2.2 for target number designations and authorized ordnance.

2.3.6.1. Airfield Complex:

2.3.6.1.1. Runway - 7882 feet x 250 feet
2.3.6.1.2. Taxiway - 40-foot wide
2.3.6.1.3. Northwest Alert Apron - 325 feet x 150 feet
2.3.6.1.4. Southeast Alert Apron - 1650 feet x 150 feet

Table 2.2. Target Descriptions/Restrictions. All coordinates are in degrees, minutes, and decimal minutes in WGS-84 datum plane. All headings are magnetic. For unrestricted attack axis, flights will ensure delivery does not point at, or over-fly a manned site. Heavyweight deliveries and strafe will comply with attack axis restrictions. Laser targets are only those targets indicated by "YES." All targets are TOSS scoreable (Attachment 5).

U/R-UNRESTRICTED APPLIES TO SUBSCALE MUNITIONS ONLY!
ALL=HEAVY WEIGHT/PGM AND SUBSCALE MUNITIONS
SUBSCALE=BDU-33/BDU48/MK-106
HW=HEAVY WEIGHT INERT UPTO 2000LB CLASS
PGM=GBU-10 INERT AND GBU-12 INERT

Table 2.2. Target Descriptions/Restrictions

TGT	DESCRIPTION	COORD	ELEV	ATTACK AXIS	ORDNANCE	LASER
16	**E TANK OF 2**	N42-45.718	3590'	U/R	SUBSCALE	YES
	10' x 20'	W115-34.563				
17	**W TANK OF 2**	N42-45.714	3588'	U/R	SUBSCALE	YES
	10' x 20'	W11534.599				
18	**N. TANK OF 3**	N42-45.292	3569'	U/R	SUBSCALE	YES
	10' x 20'	W115-34.688				
19	**CTR. TANK OF 3**	N42-45.271	3576'	U/R	SUBSCALE	YES
	10' x 20'	W115-34.695				
20	**S. TANK OF 3**	N42-45.251	3574'	U/R	SUBSCALE	YES
	10' x 20'	W115-34.704				
21	**CTR TANK OF 4**	N42-45.704	3547'	U/R	ALL	YES
	10' x 20'	W115-35.584		HW/PGM 285-N-075		
22	**N TANK OF 4**	N42-45.732	3540'	U/R	ALL	YES
	10' x 20'	W115-35.578		HW/PGM 285-N-075		

TGT	DESCRIPTION	COORD	ELEV	ATTACK AXIS	ORDNANCE	LASER
23	**E TANK OF 4**	N42-45.685	3545'	U/R	ALL	YES
	10’ x 20’	W115-35.553		HW/PGM 285-N-075		
24	**W TANK OF 4**	N42-45.696	3550'	U/R	ALL	YES
	10’ x 20’	W115-35.616		HW/PGM 285-N-075		
	REVETED AIRCRAFT IN PARKING ON NW END OF RUNWAY					
29	**REVETTED A/C**	N42-45.061	3573'	U/R	SUBSCALE	YES
	80' x 100'	W115-34.613				
30	**REVETTED A/C**	N42-45.040	3586'	U/R	SUBSCALE	YES
	80' x 100'	W115-34.636				
31	**REVETTED A/C**	N42-45.021	3578'	U/R	SUBSCALE	YES
	80' x 100'	W11534.660				
32	**REVETTED A/C**	N42-44.990	3578'	U/R	SUBSCALE	YES
	80' x 100'	W115-34.696				
33	**REVETTED A/C**	N42-44.959	3573'	U/R	SUBSCALE	YES
	80' x 100'	W115-34.715				
34	**REVETTED A/C**	N42-44.936	3577'	U/R	SUBSCALE	YES
	80' x 100'	W115-34.674				
35	**REVETTED A/C**	N42-44.982	3580'	U/R	SUBSCALE	YES
	80' x 100'	W115-34.624				
37	**REVETTED A/C**	N42-45.011	3567'	U/R	SUBSCALE	YES
	80' x 100'	W115-34.570				
38	**REVETTED A/C**	N42-44.956	3585'	U/R	SUBSCALE	YES
	80' x 100'	W115-34.589				
39	**REVETTED A/C**	N42-44.992	3566'	U/R	SUBSCALE	YES
	80' x 100'	W115-34.551				
40	**REVETTED A/C**	N42-44.953	3590'	U/R	SUBSCALE	YES
	80' x 100'	W115-34.558				
41	**REVETTED A/C**	N42-44.980	3588'	U/R	SUBSCALE	YES
	80' x 100'	W115-34.523				
	MISC TARGETS					
42	**SCUD LAUNCHER**	N42-45.456	3550’	U/R	ALL	YES
	60’ x 10’	W115-35.868		HW/PGM 285-N-075		
43	**RADAR**	N42-45.486	3550'	U/R	ALL	YES
	BLOCKHOUSE	W115-35.873		HW/PGM 285-N-075		
44	**SCHOOL BUS**	N42-44.749	3600'	U/R	SUBSCALE	YES
	CTR MOTOR POOL	W115-34.574				
46	**N.E. POL**	N42-44.469	3600'	U/R	SUBSCALE	YES
	10' DIA x 25' HIGH	W115-34.493				
47	**SW POL**	N42-44.459	3600'	U/R	SUBSCALE	YES
	10' DIA x 20' HIGH	W115-34.506				

TGT	DESCRIPTION	COORD	ELEV	ATTACK AXIS	ORDNANCE	LASER
48	**APC CONVOY**	N42-44.279	3587'	U/R	ALL	YES
	APC 9' x 19'	W115-35.532		HW/PGM 325-N-035		
49	**APC CONVOY**	N42-44.306	3587'	U/R	ALL	YES
	APC 9' x 19'	W115-35.522		HW/PGM 325-N-035		
50	**APC CONVOY**	N42-44.330	3590'	U/R	ALL	YES
	APC 9' x 19	W115-35.510		HW/PGM 325-N-035		
51	**APC CONVOY**	N42-44.347	3590'	U/R	ALL	YES
	APC 9' x 19	W115-35.502		HW/PGM 325-N-035		
52	**APC CONVOY**	N42-44.368	3590'	U/R	ALL	YES
	APC 9' x 19	W115-35.493		HW/PGM 325-N-035		
53	**APC CONVOY**	N42-44.383	3590'	U/R	ALL	YES
	APC 9' x 19	W115-35.490		HW/PGM 325-N-035		
54	**APC CONVOY**	N42-44.404	3590'	U/R	ALL	YES
	APC 9' x 19	W115-35.472		HW/PGM 325-N-035		
55	**E. FUEL TANK**	N42-44.974	3585'	U/R	ALL	YES
	11' DIA x 20' HIGH	W115-35.455		HW/PGM 325-N-035		
56	**CTR FUEL TANK**	N42-44.976	3585'	U/R	ALL	YES
	11' DIA x 20' HIGH	W115-35.485		HW/PGM 325-N-035		
57	**W. FUEL TANK**	N42-44.977	3585’	U/R	ALL	YES
	11' DIA x 20' HIGH	W115-35.508		HW/PGM 325-N-035		
			AIRCRAFT			
60	**NW. AIRCRAFT**	N42-44.929	3618'	U/R	SUBSCALE	YES
	20' x 30'	W115-34.369				
61	**CTR. AIRCRAFT**	N42-44.794	3608'	U/R	SUBSCALE	YES
	20' x 30'	W115-34.200				
62	**SE. AIRCRAFT**	N4244.663	3618'	U/R	SUBSCALE	YES
	20' x 30'	W115-34.047				
63	**REVETTED A/C**	N42-44.603	3613'	U/R	SUBSCALE	YES
	80' x 100'	W115-34.161				
64	**REVETTED A/C**	N42-44.549	3618'	U/R	SUBSCALE	YES
	80' x 100'	W115-34.099				
65	**REVETTED A/C**	N42-44.537	3611'	U/R	SUBSCALE	YES
	80' x 100'	W115-34.066				
66	**REVETTED A/C**	N42-44.540	3624'	U/R	SUBSCALE	YES
	80' x 100'	W115-33.981				
67	**REVETTED A/C**	N42-44.526	3619'	U/R	SUBSCALE	YES
	80' x 100'	W115-33.957				
68	**REVETTED A/C**	N42-44.513	3632'	U/R	SUBSCALE	YES
	80' x 100'	W115-33.923				
69	**AIRCRAFT**	N42-44.423	3649'	U/R	SUBSCALE	YES
	20' x 30'	W115-33.679				

TGT	DESCRIPTION	COORD	ELEV	ATTACK AXIS	ORDNANCE	LASER
			HIGH ANGLE STRAFE			
19	**CONVOY**	N42-45.271	3576'	310-015	30MM BALL/TP	YES
	3 TANKS	W115-34.695			PGU-27 20MM	
22	**CONVOY**	N42-45.704	3547'	355-085	30MM BALL/TP	YES
	4 TANKS	W115-35.584			PGU-27 20MM	
83	**CYLINDER**	N42-44.853	3602'	330-343	30MM BALL/TP	YES
	8’ x 24’	W115-33.586			PGU-27 20MM	
			LONG RANGE/TACTICAL STRAFE TARGETS (A-10 & APACHE HELICOPTER)			
16	**PARKED TANK**	N42-45.718	3595’	310-350	30MM BALL/TP	YES
	10’ x 20’	W115-34.563				
17	**PARKED TANK**	N42-45.714	3588’	310-350	30MM BALL/TP	YES
	10’ x 20’	W115-34.599				
			PENCE BUTTE TUNNEL			
73	**TUNNEL**	N42-45.798	3628’	PGM 285-N-035	PGM	YES
	PENCE BUTTE	W11534.539				
			AIRCRAFT ON THE RUNWAY			
74	**AIRCRAFT**	N42-45.280	3601'	U/R	SUBSCALE	YES
	20'x 30'	W115-34.557				
75	**A/C CTR OF RWY**	N42-44.740	3605’	U/R	SUBSCALE	YES
	20’ x 30’	W115-33.932				
76	**AAA SITE**	N42-44.987	3602’	U/R	SUBSCALE	YES
	200’ x 250’	W115-34.080				
77	**FIRECAN RADAR**	N42-44.942	3604’	U/R	SUBSCALE	YES
	80’ x 80’	W115-34.021				
78	**SW AMMO BNKR**	N42-45.182	3608’	U/R	SUBSCALE	YES
	50’ x 30’ x 16’HIGH	W115-34.083				
79	**CTR AMMO BNKR**	N42-45.202	3611’	U/R	SUBSCALE	YES
	50’ x 30’ x 16’ HIGH	W115-34.049				
80	**NE AMMO BNKR**	N42-45.220	3612’	U/R	SUBSCALE	YES
	50' x 30' x 16'HIGH	W115-34.013				
81	**GCI SITE**	N42-44.641	3641'	U/R	SUBSCALE	YES
	10' x 15'	W115-33.363				
			BRIDGE IN NORTHWEST CORNER W/CONVOY 128-133			
91	**NW BRIDGE**	N42-46.037	3468	285-N-075	ALL	YES
	50' x 20'	W115-35.688				
			NORTHWEST HEAVY WEIGHT TARGETS (SAM SITE)			
93	**NW SAM SITE**	N42-46.310	3453	U/R	ALL	YES
	20' x 20'	W115-35.889		HW/PGM 285-N-075		
94	**SAM SITE**	N42-46.347	3450	U/R	ALL	YES
	6' x 15' RADAR VAN	W115-35.947		HW/PGM 285-N-075		
95	**NW SAM SITE**	N42-46.384	3434	U/R	ALL	YES
	20' x 20'	W115-35.935		HW/PGM 285-N-075		

TGT	DESCRIPTION	COORD	ELEV	ATTACK AXIS	ORDNANCE	LASER
96	**NW SAM SITE**	N42-46.413	3425	U/R	ALL	YES
	20' x 20'	W115-35.986		HW/PGM 285-N-075		
97	**NW SAM SITE**	N42-46.379	3466’	U/R	ALL	YES
	20' x 20'	W115-36.034		HW/PGM 285-N-075		
98	**NW SAM SITE**	N42-46.326	3458’	U/R	ALL	YES
	20' x 20'	W115-35.994		HW/PGM 285-N-075		
99	**NW SAM SITE**	N42-46.291	3459’	U/R	ALL	YES
	20' x 20'	W115-35.931		HW/PGM 285-N-075		
100	**NW SAM SITE**	N42-46.306	3469’	U/R	ALL	YES
	20' x 20'	W115-35.907		HW/PGM 285-N-075		
		TANK ARRAY SOUTH OF THE RUNWAY				
101	**TANK**	N42-43.921	3600'	070-160	SUBSCALE	YES
	10' x 20'	W115-33.798		250-340		
102	**TANK**	N42-43.875	3602'	070-160	SUBSCALE	YES
	10' x 20'	W115-33.692		250-340		
103	**TANK**	N42-43.805	3609'	070-160	SUBSCALE	YES
	10' x 20'	W115-33.695		250-340		
104	**TANK**	N42-43.764	3610'	070-160	SUBSCALE	YES
	10' x 20'	W115-33.783		250-340		
105	**IR TANK**	N42-43.791	3611'	070-160	SUBSCALE	YES
	10' x 20'	W115-33.868		250-340		
106	**TANK**	N42-43.872	3607'	070-160	SUBSCALE	YES
	10' x 20'	W115-33.888		250-340		
107	**APC**	N42-43.837	3612'	070-160	SUBSCALE	YES
	9' x 19'	W115-33.790		250-340		
		NORTWEST HEAVY WEIGHT TARGETS (AAA SITE)				
111	**FIRECAN RADAR**	N42-46.322	3474'	U/R	ALL	YES
	50' x 50'	W115-35.661		HW/PGM 285-N-075		
112	**REVETTED AAA**	N42-46.350	3469'	U/R	ALL	YES
	30' x 30'	W115-35.628		HW/PGM 285-N-075		
113	**REVETTED AAA**	N42-46.357	3470'	U/R	ALL	YES
	30' x 30'	W115-35.616		HW/PGM 285-N-075		
114	**REVETTED AAA**	N42-46.368	3471'	U/R	ALL	YES
	30' x 30'	W115-35.615		HW/PGM 285-N-075		
115	**REVETTED AAA**	N42-46.378	3466'	U/R	ALL	YES
	30' x 30'	W115-35.626		HW/PGM 285-N-075		
116	**REVETTED AAA**	N42-46.382	3469'	U/R	ALL	YES
	30' x 30'	W115-35.644		HW/PGM 285-N-075		
117	**REVETTED AAA**	N42-46.372	3468'	U/R	ALL	YES
	30' x 30'	W115-35.658		HW/PGM 285-N-075		
118	**REVETTED AAA**	N42-46.355	3469'	U/R	ALL	YES
	30' x 30'	W115-35.672		HW/PGM 285-N-075		

TGT	DESCRIPTION	COORD	ELEV	ATTACK AXIS	ORDNANCE	LASER
119	**REVETTED AAA**	N42-46.342	3474’	U/R	ALL	YES
	30' x 30'	W115-35.660		HW/PGM 285-N-075		
			IR HEATED TGTS			
120	**IR TARGET**	N42-42.085	3752'	U/R	NONE	YES
	9' x 19' APC	W115-34.671				
121	**IR TARGET**	N42-42.066	3748'	U/R	NONE	YES
	10' x 20' TRUCK	W115-34.615				
122	**IR TARGET**	N42-42.050	3754'	U/R	NONE	YES
	10' x 20' TRUCK	W115-34.552				
123	**IR TARGET**	N42-42.030	3759'	U/R	NONE	YES
	10' x 20' TRUCK	W115-34.493				
124	**IR TARGET**	N42-41.994	3765'	U/R	NONE	YES
	10' x 20' TRUCK	W115-34.542				
125	**IR TARGET**	N42-41.960	3775'	U/R	NONE	YES
	10' x 20' TRUCK	W115-34.589				
126	**IR TARGET**	N42-41.928	3786'	U/R	NONE	YES
	9' x 19' APC	W115-34.637				
130	**BRIDGE CONVOY**	N42-45.997	3498’	U/R	ALL	YES
	10' x 20' TANK	W115-35.630		HW/PGM 285-N-075		
131	**BRIDGE CONVOY**	N42-46.001	3498’	U/R	ALL	YES
	10' x 20' TANK	W115-35.644		HW/PGM 285-N-075		
132	**BRIDGE CONVOY**	N42046.006	3498’	U/R	ALL	YES
	10' x 20' TANK	W115-35.657		HW/PGM 285-N-075		
			SIMULATED USE ONLY			
133	**WEST POL**	N42-44.913	3600’	U/R	NONE	YES
	50'DIA x 60' HIGH	W115-35.395				
134	**CONTAINER CUBE**	N42-45.888	3603’	U/R	NONE	YES
	70'W x 80' HIGH	W115-34.132				
			LASER BORESIGHT			
135	FLAT BULLSEYE	N42-43.537	3600	335-N-030	NONE	YES
	50’ x 50’	W115-34.910				
			AIRLIFT DROP ZONE			
	C-130 DROP ZONE	N42-42.567	3668	239/177/313	HVY EQUIP	
	ORANGE PYLON	W115-33.897		353/034/068/173	TRG BNDLS	
				ALL HDGs ± 5°	PERSONNEL	
					CDS	

Table 2.3. Saylor Creek Standard Offset Aimpoints.

SAYLOR CREEK STANDARD OFFSET AIMPOINTS			
OFFSET	DESCRIPTION	COORD	ELEV
1	**REFLECTOR**	N42-45.923	3723'
	PENCE BUTTE	W115-34.724	
2	**EAST GATE**	N42-42.352	3693'
	ROAD/FIRE BRK INT	W115-33.150	
3	**CONTROL TWR**	N42-43.474	3600
	75' MANNED TWR	W115-34.900	
4	**WEST GATE**	N42-43.367	3609
	ROAD/FIRE BRK INT	W115-36.641	
5	**RD INTX S. OF 133**	N42-44.459	3571
	NS/EW RD INTX	W115-35.330	
6	**TWEETER N. RD T**	N42-47.145	3452
	ROAD/ FIRE BRK INT	W115-35.316	
7	**NW RD INTX**	N42-46.487	3469
	ROAD/ FIRE BRK INT	W115-36.395	

NOTE: See Attachment 5 for target number, size, and location.

2.4. Mountain Home Range Complex (MHRC) Boundaries/Restrictions. SCAFR reservation consists of Restricted Area R-3202A. The fenced target array, or impact area, is located within this reservation and is owned or leased for exclusive military use (Attachment 8). Aircrews are authorized to arm weapons only in R3202A.

2.4.1. Avoidance/No-fly Areas:

2.4.1.1. Grasmere Airport (42 22.00N 115 52.00W): Avoid by 3 NM or over-fly at or above 1500 feet AGL. (Owyhee, Sheep Creek 1 or 2 MOA).

2.4.1.2. Duck Valley Reservation: Avoid over-flight. Do not fly below 15,000 feet AGL within the following boundaries (Owyhee/Paradise MOA):

42 09.00N 116 24.00W to
42 09.00N 115 59.00W to
41 51.00N 115 59.00W to
41 51.00N 116 23.00W to
42 04.00N 116 23.00W to the point of beginning.
42 04.00N 116 24.00W to the point of beginning

2.4.1.2.1. No flares, chaff, or supersonic at any altitude.

2.4.1.2.2. Under no circumstances over-fly below 15000 feet AGL within 7 NM of 42 00.00N 116 13.00W.

2.4.1.3. VFR flyway: Avoid flight between 8000 feet MSL and 10,000 feet MSL, 2 NM either side of Highway 51 (42 24.00N 115 53.00W to 42 00.00N 116 18.00W).

2.4.1.4. Riddle Airport (42 11.00N 116 07.00W): Avoid by 1 NM or over-fly at or above 1500 feet AGL (Owyhee MOA).

2.4.1.5. Riddle Ranch Sensitive Area (42 13.00N 116 10.00W): Avoid by 1 NM or over-fly at or above 1500 feet AGL (Owyhee MOA).

2.4.1.6. Uncharted airport (42 02.50N 115 45.50W): Avoid by 1 NM or over-fly at or above 1500 feet AGL (Sheep Creek 1 MOA).

2.4.1.7. Military Training Routes (MTR): Numerous MTRs can be used to enter the SCAFR airspace, refer to FLIP AP/1B for specific route restrictions.

2.4.1.8. Grasmere EC Site (42-17.53N 115-57.91W).

Chapter 3

WEAPONS DELIVERY PROCEDURES

3.1. Airspace Availability:

3.1.1. Scheduling Procedures. To fly within range military operating areas (MOA) and restricted areas, airspace must be scheduled with 366 OSS/OSOS IAW paragraphs 1.3.1 and 1.3.2. When SCAFR is scheduled, restricted area R3202 A/B/C, Sheep Creek 1/2/3, Bruneau 1/2, Saylor MOAs, and Gunfighter are also normally scheduled and can be used in conjunction with the range. Once scheduled and a flight plan is filed, flights are authorized within the MOA and restricted areas in VMC/IMC conditions. Clearance on range is required by RCO or 366 WG/CP.

3.1.2. Northwest Corner Restriction:

3.1.2.1. Airspace northwest of a line running from N 42 53.0 W 115 38.0 to N 42 50.0 W 115 42.3 (northwest corner of R-3202A, within MUO TACAN 15 DME arc) is normally used and controlled by MHAFB radar approach control (RAPCON). Avoid unless cleared by RAPCON.

3.1.2.2. Aircrew employing patterns requiring use of this airspace will request it through the RCO/RAPCON.

3.1.2.3. Aircrew will be advised by the range control agency to remain outside of the MUO 18 DME arc while operating on the range anytime Mountain Home approach control radar is down and runway 30 is the active.

3.2. Restrictions:

3.2.1. Avoidance Areas:

3.2.1.1. Manned Sites. Aircraft will not directly over-fly, or point at manned sites. Aircraft with trainable guns, such as helicopters and AC-130s, will not allow guns to be pointed at any manned site during maneuvering. RCOs will declare a foul for over-flight of any manned site. F-16Cs may fly towards manned emitter sites in the performance of threat suppression training. In such an event, F-16C flight leads will confirm weapons safe with RCO prior to initiating training events. Permanent manned sites are the Control Tower, South EC Site and West Gate EC Site (Attachment 5). If additional manned locations exist, RCOs will advise flight lead and all flight members will acknowledge additional manned locations.

3.2.2. Normal Bomb Arming. Do not arm weapons outside lateral confines of R-3202A airspace.

3.2.3. Restricted Bomb Arming. During fire season, final arming will be delayed until assured that any weapons release will be retained inside the firebreak.

3.2.4. Range Status Terminology:

3.2.4.1. Impact area closed. No over-flight of impact area below 18,000 feet MSL, and no weapons release is authorized. Flights may use adjoining MOAs for intercept, electronic combat or simulated standoff weapon delivery training.

3.2.4.2. Impact area open. Impact area is open to over-flight below 18,000 feet MSL and weapons delivery.

3.2.4.3. Range cold. No weapons delivery.

3.2.5. Simultaneous Use. A procedure which allows safe use and maintenance of the range is established as follows:

3.2.5.1. Impact area may be open and range may be hot during periods of range maintenance only if:

3.2.5.1.1. Class A operations are in effect under RCO control (i.e., no flight lead control).

3.2.5.1.2. User flight has coordinated range events with RCO in advance of range period.

3.2.5.2. When Class B range operations are in effect, range maintenance is conducted only if impact area is closed per (paragraph 3.2.4.1). If impact area is open and Class B procedures are in effect, range maintenance is not to be performed on any part of the range, unless prior coordination has been approved.

3.2.5.3. Users are required to coordinate range events prior to takeoff. If changes occur or unforeseen circumstances prevent coordination prior to takeoff, coordinate changes in-flight with RCO prior to first event. If range is active coordinate on secondary UHF frequency.

3.2.6. Identification. Positive identification of target is mandatory. Aircraft will go through dry if target identification is in doubt.

3.2.6.1. Day. RCO must visually acquire aircraft prior to release. If weather conditions prevent RCO from seeing aircraft, but the aircrew can see target, aircrew should request flight lead control. See paragraph 3.7.3 for flight lead control procedures.

3.2.6.2. Night. A strobe light identifies the main range complex and may be used to check relative position of aircraft prior to weapon release.

3.2.7. Weather:

3.2.7.1. Day visual flight rules (VFR) 500 feet above highest pattern flown and 3NM visibility.

3.2.7.2. Day instrument meteorological conditions (IMC) (refer to paragraph 3.2.6.1).

3.2.7.3. Winds. Range will be closed when surface winds exceed 50 knots steady state.

3.2.8. Fires. Weapons delivery will cease when fire is on or near range. Hold high and dry until cleared by RCO or Raymond 27.

3.2.9. Patterns. Patterns and recoveries will be flown within the boundaries of R-3202 and adjacent MOAs.

3.2.10. Live ordnance is not authorized, except for emergency safe jettison (refer to Attachment 5).

3.2.11. Heavyweight Inert. For targets refer to Table 2.2 and Attachment 5.

3.3. Fire Season Restrictions. Range contractor will obtain a daily burn index category from 366 CES/CEF based on meteorological conditions during fire season (approximately 1 Jun to 15 Oct). Range restrictions are based on the following burn index:

3.3.2. Class I and II: No fire restrictions.

3.3.3. Class III: High fire threat.

3.3.3.1. No hot spot ordnance on Northwest tactical targets during the fire season (Targets 91 - 100, 111-119).
3.3.3.2. All other targets have no ordnance restrictions.
3.3.3.3. Use restricted bomb arm procedures (paragraph 3.2.3) for hot spots.

3.3.4. Class IV: Very high fire threat.

3.3.4.1. No eastern or western deliveries of hot spots.
3.3.4.2. South to north deliveries of hot spots is permitted.
3.3.4.3. Use restricted bomb arm procedures (paragraph 3.2.3) for hot spots.
3.3.4.4. Hot spots will be single release only.

3.3.5. Class V: Extreme fire threat. Burn Index 80 or 25 knots steady state wind. No hot spots or Smokey SAM/Smokey Gun launches allowed.

3.3.6. Range Fires. Aircrew member observing a fire on or near range complex will notify the range controlling agency immediately. Hold high and dry until cleared by RCO or Raymond 27.

3.4. Minimums (Fouls):

3.4.1. Standard Minimum Altitudes. Standard minimum altitudes are IAW multi-command instructions and local directives.

3.4.2. Fouls. After a second foul during any one mission, RCO will direct crew to hold high and dry or leave the range. A crew "fouled off" range will not be permitted further attacks on that mission. RCO can also order a crew to leave range after the first foul if, in the RCO's judgment, the foul is considered dangerous or extreme. RCO will notify 366 OG/CC, through 366 WG/CP, immediately when a crew is fouled-off the range.

3.4.3. Declaring Fouls. A foul will be charged for the following reasons:

3.4.3.1. Violations of flight or range safety.

3.4.3.1.1. Dropping without clearance.
3.4.3.1.2. Entering range without clearance.
3.4.3.1.3. Failure to comply with attack axis restrictions.
3.4.3.1.4. Any situation RCO perceives as unsafe.
3.4.3.1.5. Lazy recovery from bomb or strafe passes.
3.4.3.1.6. Descent below minimum altitude for the event being conducted (whether ordnance is expended or not) IAW AFI 11-214.
3.4.3.1.7. Firing a double burst on a single strafe pass (except A-10s).
3.4.3.1.8. Firing past foul line (strafe).

3.5. Range Entry:

3.5.1. Clearance. Entry clearance onto SCAFR must be received from range controlling agency. IR-302, 303, 304, VR-1300, 1301, 1302, and 1304 have exits that feed into the range or Owyhee MOA. Aircraft may enter range from any direction, providing target headings in Table 2.2 are followed. Aircrew will advise range control agency of entry direction, planned target, and number in flight. Flight lead will acknowledge current altimeter. Wingman will acknowledge with call sign. ***EXAMPLE:*** "Tiger 1 in from the south for target 69 with 4 aircraft, 29.69 SET." Aircraft will squawk Mode III 4000 upon range entry. If no contact with range controlling agency, VFR holding is permitted, but MAINTAIN WELL CLEAR OF THE IMPACT AREA.

3.5.2. Range lineup. Refer to Attachment 2.

3.5.3. Direct Routing to Range. Aircrew requiring direct routing to SCAFR from MHAFB should file the applicable stereo flight plan. Prior to range entry, flights will obtain clearance from range control agency. If not cleared, proceed to the range holding pattern. Refer to paragraph 3.6 and Attachment 6.

3.6. Holding Pattern. Range holding point is MUO (CH 87) 146/50 NM FIX. Hold using 10 NM legs, left turns at 9,000 feet through 11,000 feet MSL. Do not extend north of holding FIX until cleared to enter range. Hold VMC and monitor range frequency.

3.6.1. Day VMC. Contact range control agency to obtain entry clearance into the hold. If no contact is established, call in the blind to inform other aircraft possibly on the range, enter hold, and remain VMC until contact is established.

3.6.2. Night IMC. Aircraft will monitor range primary (292.2) at all times in R-3202. Flights on range or established in the hold will de-conflict other flights via onboard systems. Should difficulties arise, contact RAPCON on 259.1 for coordination and clearance.

3.6.2.1. Aircraft are authorized to hold at terrain following radar (TFR) altitudes if:

3.6.2.1.1. Aircraft will remain within assigned airspace.
3.6.2.1.2. Flight lead de-conflicts all aircraft.

NOTE: **B-1/B-52 aircrew.** To preclude holding delays when entering range from the south, contact 366 WG/CP (Raymond 27) on UHF 381.3 (Pri) 292.2 (Sec), while still on low-level routes outside range airspace for advance clearance on range.

3.7. Controlled Range Procedures (Class A - RCO Present):

3.7.1. General. Clearance from RCO is required before dropping ordnance on range impact area. All RCO instructions will be acknowledged.

3.7.2. Conventional. The term "conventional delivery" refers to strafe, diving, and level bombing from either a standard box delivery or the tactical pop-up delivery pattern. Four aircraft maximum authorized in these patterns. ***EXCEPTION:*** Attacks may allow greater than four aircraft (i.e., surface attack tactical composite force/wing training mission).

3.7.2.1. Delivery Events. Level, low angle high drag (LAHD), low angle low drag (LALD), dive bomb (DB), High altitude radar bomb (HARB), high altitude dive bomb (HADB), strafe, dive TOSS, loft, and pops (pop-up to angular or level delivery).

3.7.2.2. Box Patterns. Standard conventional box patterns are left hand south to north run-in. Aircrew may perform nonstandard patterns for all events (excluding strafe) and targets, as long as manned sites are not over-flown.

3.7.2.3. Pop Pattern. Pop patterns are authorized on any target, providing airspeed, heading, and flight path restrictions are in IAW AFI 11-214, command directives are followed, and manned sites are not over-flown.

3.7.3. Flight Lead Control. RCO may allow flight lead control on range. Prior to giving flight lead control, RCO (DSN728-2422) must be advised of flight scenario. Scenario information will include; sequence of events (type event and attack heading), target, and number of aircraft. This may be done using SCAFR Coordination Checklist (Attachment 2). RCO will state, "cleared flight lead control." This type of clearance is not to be "ad lib," but intended to give flights the flexibility to practice and perform planned tactical attacks. After the attack, return control to the RCO. Flight members under flight lead control do not need clearance to drop on each pass. Flights will adhere to all published attack heading restrictions and ensure manned sites are not over-flown. RCO, as a safety observer, can override flight lead when a safety of flight situation develops. Flight lead control procedures will be terminated by RCO or flight lead by transmitting, "Terminate flight lead control." When "flight lead control" clearance is in effect, RCO may score HIT or MISS if target being attacked can be seen.

3.7.4. Aborted Passes. Aborting aircraft will offset away from range tower. RCO will direct an abort if an unsafe condition is observed.

3.7.5. Scoring. Scores will be passed to aircraft in meters (feet with prior TOSS coordination) and clock position relative to magnetic run-in heading. If flight leads fail to coordinate attack axis with TOSS, score clock position will be relative to true north (12 o'clock is true north). RCO will call impacts using terminology (call sign), "SPLASH." If no spotting charge is observed, (call sign), "NO SPOT" or (call sign), "DUSTER" will be transmitted as appropriate. Impacts less than 5 meters are scored as "SHACK."

3.7.6. No Spot. Aircraft performing multiple passes (day or night) may continue bombing after a no-spot. Upon departing range, a hung ordnance pattern and landing will be flown unless aircrew can verify they do not have hung ordnance.

3.8. Uncontrolled Range Procedures (Class B/C - No RCO)

3.8.1. General. Flights may use SCAFR as a Class B/C range. No RCO is on duty for night operations (30 minutes after sunset to 30 minutes prior to sunrise) and outside of scheduled range periods. 366 WG/CP (Raymond 27), will coordinate entry/exit of range during Class B/C operations. Class B operations may also be in effect if RCO loses radios and relinquishes control to Raymond 27. Raymond 27 will monitor 292.2 (local channel 7) for check-in, range operations, and checkout; 381.3 (local channel 12) is the backup frequency for Class B operations.

3.8.2. Clearance. Flights will coordinate with Raymond 27 for clearance and MHAFB altimeter. If contact is not made, enter VFR holding until contact with Raymond 27. Do not enter R3202 A or B without clearance. Clearance will not be given until Raymond 27 has ensured that preceding flights have exited range. Advise Raymond 27 of armament safety check when exiting.

3.8.2.1. Day. Flight lead will assume range safety officer responsibilities. Clearance from Raymond 27 is clearance to enter range and not clearance to drop ordnance. A dry clearing pass is required by one aircraft.

3.8.2.2. Night. Aircrew can drop ordnance at night if the main complex strobe light is inoperative; however, target will be positively identified by reliable on-board systems prior to weapons release. STRAFE AUTHORIZED under flight lead or FAC control IAW AFI 13-212.

3.8.3. Radio Calls:

3.8.3.1. Flight lead will acknowledge range entry clearance.
3.8.3.2. Aircraft will acknowledge altimeter.
3.8.3.3. Call final for deliveries 60 seconds prior to release (this call is to prepare TOSS for the splash).
3.8.3.4. Calls for conventional and diving deliveries are IAW AFI 11-214.
3.8.3.5. Call “off dry” or “off wet/hot” for all events.

3.8.4. Scores. Scores will normally be passed to the crews by TOSS via UHF Range Primary during delivery operations. TOSS scores can be faxed by calling TOSS (DSN728-6893/6897/6015) after landing or by request via UHF prior to departing range.

3.9. Range Departure:

3.9.1. Standard IFR Departure (Attachment 6). Flight lead will pass post range request on last pass prior to range departure. RCO or Raymond 27 will relay requests to RAPCON for coordination.

3.9.1.1. Aircrew will add “last pass” to their last base call.

3.9.1.2. After completing weapons events, each flight member will call “armament safety check complete.” Flight lead will make “armament safety check complete” for flight prior to departing range.

3.9.1.3. If a planned weapons delivery impact is not observed during a bombing pass, weapons release can be confirmed visually by a chase aircraft or the RCO. RCO bomb checks will be flown IAW the following procedures:

3.9.1.3.1. Minimum altitude - 500 feet AGL.

3.9.1.3.2. Maximum airspeed - 300 KCAS or TO limits.

3.9.1.3.3. Heading south to north, over the strafe target.

3.9.1.3.4. In the event of a failure to release, aircraft may make multiple jettison attempts.

3.9.1.3.5. Range exit to the west into MHAFB RAPCON airspace will be at 11,000 feet MSL on a heading of 245°M. This is a hard IFR altitude and will be maintained until receiving an air traffic control instrument flight rule (IFR) clearance. If no contact is made with RAPCON after 1-minute, proceed with lost communications procedures in paragraph 3.11. Flights desiring a different altitude due to weather, etc., will coordinate with RCO or MHAFB RAPCON on 259.1 (local channel 8) prior to departing R3202. When armament safety check is complete and cleared by RCO, flights can depart range frequency and airspace. Night range departure procedures are to climb straight ahead to MSA and make a right climbing turn to depart range at 11,000 feet MSL heading 245°M. Monitor ATIS on 273.5 (local channel 10) prior to contacting MHAFB RAPCON on 259.1 (local channel 8) for recovery to MHAFB.

3.9.1.3.6. Aircraft will avoid exiting range airspace to the north, except by visual meteorological conditions (VMC) Indian Cove departure for recovery to MHAFB (reference paragraph 3.9.2). A heavily traveled airway passes north of the range. Flights desiring changes in their proposed IFR flight plans will coordinate through range controlling agency at least 10 minutes prior to range departure. VFR departures into Paradise and Owyhee MOAs will use see and avoid.

3.9.1.3.7. IFR departure to the south or east will orbit over range at 14,000 feet and contact Salt Lake ARTCC on 363.0. Do not depart range complex until after receipt of air traffic controller (ATC) clearance from Salt Lake ARTCC.

3.9.2. VMC Indian Cove Departure (Attachment 7). Prior to last pass, request "Indian Cove Recovery" from RCO or Raymond 27. Depart range to the north at 5,700 feet MSL, listen to ATIS 273.5 (local channel 10), then contact tower on 253.5 (local channel 3). Advise tower you are "Indian Cove Recovery," with appropriate ATIS and intentions.

3.10. Jettison Procedures:

3.10.1. Primary jettison target is center of an 800-foot radius circle within a triangle (Attachment 5).

3.10.1.1. Aircrew will contact range controlling agency for clearance on range and into jettison area. Aircrew will jettison ordnance on a south to north heading along West Side run-in line. Aircraft will pass west of range tower before jettisoning.

3.10.1.2. Primary jettison target is a 500-foot circle NW of the W Strafe pit.

3.10.1.2.1. Coordinates: N42-44.05 W115-35.26, target elevation of 3582 feet MSL.

3.10.1.3. Live ordnance will be jettisoned in safe condition. Range will immediately close until EOD has cleared range of live ordnance.

3.11. Lost Communication Procedures:

3.11.1. In the event of lost communications, squawk mode III, 7600 and mode C.

3.11.2. Proceed to MUO 130/25, then direct MUO 205/11 (MSTNG) at 14,500 feet MSL, descend to 14,000 feet MSL, do one turn in holding, and execute a Hi-ILS or TACAN penetration and approach to the active runway. (If active runway is not known, use runway of departure). Aircraft that did not depart MUO, use recovery procedures located in Aeronautical Information Manual (AIM), paragraph 6-4-1, and Federal Aviation Regulation (FAR) 91.185. Look for a light gun signal from tower.

3.11.3. If filed into Salt Lake City ARTCC airspace enter Salt Lake's airspace at FL230 and follow lost communication procedures in the Flight Information Handbook.

3.11.4. If VFR maintain VFR and execute a Bend/Lake recovery squawking Mode III 7600, Mode C, and enter initial. Rock wings on initial, break, and execute a full-stop landing. Look for a light gun signal from tower.

3.12. Emergency Procedures:

3.12.1. General. In the event an aircraft crashes on or near range, range controlling agency will close range.

3.12.2. Hung Munitions Recovery. Flight lead will notify RAPCON or tower when recovering at MHAFB with suspected or actual hung ordnance. Fly a straight-in approach avoiding populated areas.

3.12.3. Malfunctioning Gun Recovery. Aircraft departing range with jammed or runaway guns will request a malfunctioning gun pattern from RAPCON if recovery at MHAFB is desired.

3.13. Strafe Procedures:

3.13.1. Scheduling. Contact 366 OSS/OSOS (Airspace Scheduling) at least 1-day in advance.

3.13.2. Targets. Aircrew will only strafe those targets specified in Table 2.2.

3.13.1.1. Aircraft pattern will be right range, left traffic or left range, right traffic.

3.13.1.2. At no time will the nose of the aircraft be pointed at a manned site.

3.13.1.3. Target conformation is imperative for hot passes. Strafe targets and delivery parameters are designed to keep strafe fan within the confines of the impact area and clear of manned sites. Run in heading will be adhered to.

3.13.3. Class A Range. RCO will provide positive clearance for hot strafe pass (i.e., a “cleared hot” prior to firing on strafe pass).

3.13.4. Class B/C Range. Flight lead, Forward Air Controller (FAC), will have RCO responsibilities. Controlling agency is responsible for range safety, and for the safety of each pass. RCO/FAC will provide positive clearance for each hot strafe pass (i.e., a “cleared hot” prior to firing on strafe pass). Flight lead control responsibilities are IAW paragraph 3.7.3.

NOTE: Night strafe (A-10 only) is authorized IAW AFI 13-212 under flight lead control.

3.13.5. Strafe: IAW AFI 13-212.

3.13.5.1. High angle strafe (HAS) tactical/hard targets only. Targets 16-24, and 83.

3.13.5.2. Long range strafe and multiple firing passes (A-10 only) are authorized on targets (targets 16, 17).

3.13.5.3. Low angle strafe (LAS) strafe pits only IAW AFI 13-212.

3.13.6. Malfunctioning Guns. Aircrew experiencing malfunctioning guns will begin a shallow climbing right turn toward the southeastern corner of the MOA. Avoid pointing guns 330 to 010 degrees due to populated area 343 degrees 13 NM from range.

3.14. Flare Procedures:

3.14.1. **General.** Self-ejecting type self-protection flares may be dispensed anywhere within SCAFR complex and the Owyhee/Paradise MOAs above 2,000 feet AGL **(except Duck Valley Reservation, refer to paragraph 2.4.3).** Only flares consumed before ground impact are authorized.

3.14.2. Minimum Altitudes for Flares. Minimum flare altitude within impact area is 700 feet AGL.

3.14.3. Range controlling agency will advise aircrew if fire code precludes use of flares. If in doubt, aircrew will not dispense flares anywhere in the range complex (impact area or MOA) without positive confirmation that flare use is authorized. An alternate source for this information is 366 WG/CP.

3.15. Chaff Procedures:

3.15.1. **General.** Nonexplosive self-protection chaff (training chaff) is authorized in Paradise, Owyhee, and SCAFR, **except over Duck Valley** (refer to paragraph 2.4.1.2) above 2,000 feet AGL.

3.15.1.1. Explosive chaff will only be dispensed within confines of the impact area. **Do not** dispense chaff over manned sites or near inhabited areas in the MOAs.

NOTE: Rope type chaff is not authorized.

3.15.2. Restrictions for combat chaff:

3.15.2.1. North of N42-30, do not release chaff above 5,000 feet AGL.
3.15.2.2. N42-00 to N42-30, do not release chaff above 10,000 feet AGL.
3.15.2.3. South of N42-00, do not release above chaff above 36,000 feet AGL.

3.16. Laser Operating Procedures:

3.16.1. Scheduling. Off-station units employing lasers will coordinate with RCO/FAC.

3.16.2. Restrictions. LANTIRN, AN/AAS-38A, Apache Helicopter Laser Systems, Module Universal Laser Equipment (MULE) are authorized on SCAFR. All other laser use will be coordinated and approved by 366 OSS/OSR. The following restrictions apply to laser operations:

3.16.2.1. Upon range entry, flight lead will notify RCO of intentions to conduct laser operations. A "cleared laser ops" call will be acknowledged by flight lead prior to emission of laser energy. All other normal weapons delivery procedures will be followed.

3.16.2.2. Fire laser at targets noted in Table 2.2 with a YES under the Laser column.

3.16.2.3. Lasers will not be fired at targets when there is standing water, ice, or snow.

3.16.2.4. Aircrew will have positive target identification prior to firing laser. **Scanning of targets with laser on is not authorized.**

3.16.2.5. Do not fire laser at targets in line with manned sites.

3.16.3. Laser Scoring Target (LST) (See Attachment 5 and Table 2.2):

3.16.3.1. Description/Capabilities. There are two LSTs on SCR, a horizontal (50'x 50'concrete slab) and vertical (30'x 30'billboard) both targets are located 300' NW of the tower. Both targets are oriented north south and are painted black. The LST can only score one target per pass and does not track specific laser codes. Scores are given in feet with clock position from the target's center of mass. Clock positions always reference north. (N=12 o'clock)

3.16.3.2. Restrictions. LST run-in heading will be 335-030° magnetic. LST passes can be at any altitude within airspace and weapon system limitations. Restrictions are designed to avoid lasing manned sites and to allow accurate scoring.

3.16.3.3. Procedures. Aircrew will notify the RCO for LST pass and type (boresight or tactical) at check-in or by phone or Fax. Aircrew will adjust spacing so that laser energy from only one aircraft will be on target during the pass.

3.16.3.3.1. Boresight passes. Aircrew will call "Laser On" at the start of the pass and "Laser Off" at the end of the pass. RCO will score the laser spot every 5 seconds until the "Laser Off" call. Deviations from this profile must be pre-coordinated with RCO.

3.16.3.3.2. Tactical passes on the LST are authorized as long as LST restrictions can be complied with. Aircrew will make a "Laser On" call and a "Splash" call at the expiration of weapon time of flight (TOF). The RCO will score the laser spot position at the splash call.

NOTE: **The LSTs are simulated release only! Ordnance is not authorized!**

3.16.4. **Safety:**

3.16.4.1. Laser operations will cease when:

3.16.4.1.1. Known or suspected laser equipment malfunction.
3.16.4.1.2. Losing sight of target.
3.16.4.1.3. Directed by RCO or flight lead.

3.16.5. Laser Use by Ground Parties. Ground designation parties (e.g., SEAL or SOF teams), conducting laser training will:

3.16.5.1. Have a thorough safety briefing by RCO and pre-brief all planned targets, intended position, and direction of laser fire.

3.16.5.2. Aircraft will follow all normal operational procedures.

3.16.5.3. Be in radio contact with RCO and have protective eyewear.

3.16.5.4. Operate within the impact area. Lasers must be aimed so as not cause a hazard to any personnel inside or outside the range. Do not aim laser at any manned site.

Chapter 4

ELECTRONIC COMBAT (EC) TRAINING

4.1. Purpose. EC Training is provided by the 266 Range Squadron (266 RANS), IANG and is intended to simulate an enemy electronic threat environment to support aircrew training requirements and tactics development. Provides realistic threat scenarios for aircrew to exercise RWR/ECM/CHAFF systems in conjunction with weapons delivery.

4.2. Location/Description. Manned EC sites are located at the following coordinates.

M1:	Mountain Home	43-02.60N x 115-51.30W
S1:	North Tower	42-43.48N x 115-34-82W
S2:	South Complex	42-42.23N x 115-34.79W
S3:	West Gate	42-43.51N x 115-36.76W
R1:	Rattlesnake	43-12.18N x 115-53-42W
G1:	Grasmere	42-17.53N x 115-57.91W
B1:	Blue Butte	42-41.23N x 115-23.02W
SX:	Saylor Creek	Mobile threat within R3202 (See note)
GX:	Grasmere	Mobile threat near Grasmere (See note)

NOTE: Current locations/status can be obtained from 266 RANS/DOO, DSN 728-6835/2392.

4.3. Scheduling:

4.3.1. To coordinate EC, contact 266 RANS/DOO, DSN728-6835/2392.

4.3.2. EC threats are available 7 hours/day during summer, 6 hours/day during winter, Monday through Friday. EC window is adjusted to accommodate exercises, surge operations, special missions, CWTs, and IANG drill weekends. EC availability may be obtained from 266 RANS/DOO. Moving threats to the withdrawn area requires a minimum 2-day notice. If canceling EC training times, notify 266 RANS/DOO as soon as possible.

4.4. Events:

4.4.1. All electronic combat events are coordinated with 266 RANS/DOO. Threats represent area of responsibility (AOR) according to 366 Wing training plan. Special requests can be accommodated by phone, DSN728-6835/2392, or by fax, DSN728-6843.

4.4.2. Re-programmable and Non-reprogrammable (in training mode only) ECM pods may be used on SCAFR.

4.5. Threats. The following threats are available for use:

E-1	Long Track	S-11	Scrum Half
E-2	Back Net A	SB-1	Nike Ajax
E-3	Side Net A/B	SB-2	Crotale Acq
E-4	Dog Ear	SB-3	Rapier Acq
E-5	Flat Face	SB-4	Sky Guard
E-6	Barlock	SB-5	Nike
E-7	TPS-43E	SB-6	HAWK Acq/ROR
E-8	Thin Skin	SB-7	Rolland
E-9	Squat Eye	A-1	Whiff
E-10	Top Sail	A-2	Firecan
SN-1	Peel Group	A-3	Flapwheel
S-1	GinSling/FanSongB/F	A-4	Gundish
S-2	Fan Song C/E	A-5	Hot Shot
S-3	Low Blow	A-6	Drum Tilt
SN-3	Head Lights	A-7	Bass Tilt
S-4	Pat Hand	A-8	Muff Cobb
S-5	Square Pair	A-9	Owl Screech
S-6	Straight Flush	A-10	Hawk Screech
S-7	Land Roll/Pop Group	A-11	Sun Visor
S-8	Big Bird	AB-12	Team Work 1
S-9	Fire/Front Dome	AB-13	Superfledermaus
S-10	Grill Pan	AB-14	Fly Catcher

4.5.1. Jamming feedback is available after each range period. Feedback is based on the presence of jamming only. Unclassified comments on the range engagement report may further describe jamming effectiveness.

4.6. Threat Tactics:

4.6.1. Integrated Air Defense System (IADS). 266 RANS IADS is designed to defend simulated targets on SCAFR with a variety of SAM and AAA radar simulators. The small beam width of threat radars can search only a small volume of airspace. Sagebrush uses an AN/TPS-43 radar for long range early warning surveillance and provides target location to threat radars at Grasmere EC Site and SCAFR. A grid system is used to pass target location to threat operators based on data from the surveillance radar. Threat operators use this information to point and search in a smaller area until target acquisition. Sagebrush simulates a Sector Operations Center (SOC), allowing threat operators a combination of autonomous and centralized control, depending on training profile requested.

4.6.1.1. Profile 1. Simulates minimally trained threat operators with low command and control capability. Threat operators practice very little emission control. Threat operators track and engage any target within a 360-degree radius without permission from Sagebrush. Target location is monitored and engagement begins at maximum acquisition range of the radar. Profile provides maximum threat density from main beams as well as side-lobes and excellent trend information for aircrews as they progress to the target area. Long range search and acquisition provides aircrews more time to recognize threats and plan courses of action. Threat operators also have time to practice tracking aircraft, work electronic countermeasures, and time out ordnance. Profile 1 is designed for inexperienced aircrews and/or threat operators.

4.6.1.2. Profile 2. Simulates better-trained threat operators with average command and control capability. Threat operators practice better emission control and only search in Sagebrush assigned sectors, limiting reception of the main beams to that area. Threat operators monitor target location from Sagebrush and engage aircraft at maximum acquisition range of their radar. Aircrews get good trend information and operators get more time to track aircraft, use electronic counter-countermeasures, and time out ordnance prior to weapons release. Profile 2 is designed for day-to-day threat operator and aircrew training.

4.6.1.3. Profile 3. Simulates well-trained threat operators with average command and control capability. Threat operators practice good emission control by using optics to fullest extent possible. Sagebrush provides specific target information to narrow search windows. When an aircraft reaches lethal gun/missile range, threat operators lock on target, time out gun/missile, and immediately take their system down. Threat operators must know their system capabilities. High-speed attacking aircraft engagements last only seconds. Aircrews get very little trend information and threat operators get little time to track aircraft and fire. Threat radars come up almost locked on and weapons engaged soon afterwards. Profile 3 is standard for Composite Wing Training (CWT) and Composite Force Training (CFT) exercises.

4.6.1.4. Profile 4. Simulates well-trained threat operators with good command and control capability. Threat operators practice good emission control by using optics to fullest extent possible. Sagebrush provides specific target information to narrow search windows. Once aircraft are within lethal range, Sagebrush will direct radars up. Threat operators lock on target, time out gun/missile, and immediately bring system down. Sagebrush interface provides interrogation of targets to avoid targeting Red Air. Aircrews get little trend information and threat operators get little time to track aircraft. Profile 4 is the standard for Operational Readiness Exercises/Inspections (ORE/ORI).

4.6.2. Threat Tactics. Threat operators use MCM 3-1, Volume II for threat capabilities and engagement envelopes. Radars with IFF only tracking capability, manually cycle through threat modes based on MCM 3-1, Volume II. IFF tracking radars manually downgrade modes when jammed.

4.6.2.1. Suppression of Enemy Air Defense (SEAD). Real time threat radar kills are passed via VHF communications with Sagebrush. High Speed Anti-Radiation Missile (HARM), and Maverick missiles can be used to simulate AAA/SAM destruction. Missile launch (Magnum) and missile timeout (Splash) calls are transmitted to Sagebrush on VHF. Threat on/off criteria are based on specific flight lead requests in accordance with training requirements. If "smart operators" are requested, threats will stop radiating only if operator did not perform anti-HARM tactics during missile time of flight.

4.6.2.2. Ghost Targets. Notional Striker/Ghost targets may be requested in conjunction with any of the above profiles. Sagebrush will provide threat operators simulated locations of an aircraft attacking targets on SCAFR. Threat operators will aim their radars and transition modes as if tracking an actual aircraft.

4.6.2.3. Smart Operators. Smart Operators may be requested in conjunction with any of the above profiles. Operators will attempt to track and shoot aircraft while performing anti-HARM tactics.

4.7. Operations:

4.7.1. Electronic combat training may be conducted in conjunction with SCAFR impact area usage.

4.7.2. Flights working EC in Owyhee or Paradise MOAs will contact Sagebrush Control on UHF 251.2 or 292.2. If scheduled to work Grasmere EC site only, contact Mustang on 293.45.

4.7.3. Aircrew will notify Sagebrush Control (on UHF 292.2 or 251.2) or pre-briefed VHF when terminating EC training events.

4.8. Smokey Sam/Gun Procedures:

4.8.1. RCO will be on duty for Smokey SAM Simulators (SSS) or Smokey Gun Simulator (SGS) operations, unless coordinated through the 366 WG/CP. The 366 WG/CP will confirm fire index during Class B operations. During fire season, contractor fire-fighting personnel will be on range for all lunches.

4.8.2. SSS and SGS launches will normally be at the discretion of threat operators. RCOs may instruct personnel to cease operations if any unsafe condition is observed.

4.8.3. The SSS or SGS will not be launched directly at an aircraft. 10 or 2 o'clock positioning is optimum.

4.8.4. SSS of SGS launches **will not** take place under the following conditions:

Class V fire category.
Surface winds exceed 25 knots.
Winds dispersing SSS or SGS trail too rapidly for it to be readily visible.
Thunderstorms within 5 NM of range (25 seconds between lightning flash and thunderclap)

4.9. Communications:

4.9.1. EC Mission Director callsign is Sagebrush Control, UHF frequency 251.2/292.2. VHF communications are available with prior coordination.

4.9.2. ECM terminology will be IAW AFI 10-1108.

4.9.3. Threats will be identified by threat codes listed in this instruction. Aircrew may request specific activity from Sagebrush Control using these codes.

4.10. Engagement Reports and Feedback:

4.10.1. For terminal threat engagements, in flight feedback may be requested using the engagement codes specified in Attachment 3. 266 RANS/Sagebrush Control will also provide written engagement reports to EC users as soon as practical after each flight. Nonstandard requests will be coordinated with 266 RANS/DOO.

4.10.2. Unclassified threat video feedback can be provided with prior coordination. Video from threat sites may be picked up at 266 RANS/Job Control.

4.11. Phone Numbers:

FUNCTION	**PHONE #**
Sagebrush Control (IADS Director)	DSN 728-1945/6069
266 RANS/DOO (Electronic Combat)	DSN 728-6835/2392

4.12. Jamming Restrictions:

4.12.1. Frequency bands listed below **will not** be jammed in the MHRC.

SEARCH 2710Mhz -- 2775Mhz
BEACON 1030Mhz -- 1090Mhz
TACAN 1111Mhz -- 1174Mhz

Chapter 5

RANGE CONTROL OFFICER (RCO), FORWARD AIR CONTROL (FAC) PROCEDURES

5.1. Responsibilities. RCO is responsible for:

5.1.1. Controlling air traffic on range.

5.1.2. Operating range IAW Air Force directives.

5.1.3. Supervising assigned personnel supporting flying operations.

5.2. Scheduling. Contract RCO program manager will ensure only qualified and current RCOs are scheduled to perform range duties.

5.3. Checkout Procedures and Checklists:

5.3.1. Initial RCO qualifications, academic training, testing, and range control will be conducted by contract RCO manager IAW SCAFR contract. Results of tasks will be documented on RCO certification letter.

5.3.2. Student RCOs will receive an EOD briefing by qualified EOD personnel. A briefing and tour of TOSS facility is required prior to range checkout.

5.3.3. Range checkout will be conducted by a qualified RCO. No more than two student RCOs are allowed in the range tower at one time. Qualified RCOs will:

5.3.3.1. Checkout student RCOs on:

5.3.3.1.1. Primary/secondary UHF radio operations.
5.3.3.1.2. Lost communications procedures.
5.3.3.1.3. Acoustic score operation.
5.3.3.1.4. Inspection of strafe impact areas.
5.3.3.1.5. Minimum altitude measuring devices.
5.3.3.1.6. Dive angle measuring device.
5.3.3.1.7. Cease fire estimation (low angle strafe).
5.3.3.1.8. TOSS scoring procedures.
5.3.3.1.9. Entry and exit.
5.3.3.1.10. Opening and closing checklists.
5.3.3.1.11. Forms management.

5.3.3.2. Brief student RCOs on:

5.3.3.2.1. Fire-fighting equipment and procedures.
5.3.3.2.2. Crash/rescue procedures.
5.3.3.2.3. Evacuation of injured personnel.
5.3.3.2.4. Traffic conflicts with RAPCON pattern.
5.3.3.2.5. Range pattern spacing and direction.
5.3.3.2.6. Decontamination and operating on half the range.
5.3.3.2.7. Fouls/criteria and procedures.
5.3.3.2.8. Restrictions to visibility and range hazards.
5.3.3.2.9. Electronic combat training range procedures.

5.3.3.3. Qualified RCOs will demonstrate proper methods and techniques of controlling air-to-ground missions. Student RCOs will observe a minimum of two flights, then demonstrate proficiency under supervision.

5.3.4. RCO currency IAW AFI-13-212 and ACC supplement 1.

5.4. RCO Duties. RCOs primary duty is to control aircraft and ground personnel on range, and ensure safe completion of weapons delivery missions. Other duties include:

5.4.1. Tour of Duty. Duty day will be a maximum of 12 hours.

5.4.2. Range Schedule. Control entry/exit of flights per 366 WG flying schedule. Flights will not extend their range periods unless pre-coordinated with inbound flight.

5.4.3. Range Activities. Monitor all range activities, supervise scoring, written reports, and personnel access to various areas on range. RCO will closely monitor weather and wind velocities/vectors and will restrict range operations, when necessary.

5.4.4. Reports and Score Sheets. Complete and process the MHAFB Form 5, **Daily Range and Scoring Record, Monthly Range Utilization Report** (Attachment 10), and opening/closing checklists.

5.5. Range Opening. Inspection of all ground facilities will be conducted before opening range IAW range contract and AFI 13-212. Duties include:

5.5.1. Check targets and strafe pits condition for operational use.

5.5.2. Check strafe impact areas IAW AFI 13-212.

5.5.2.1. If impact area is unsatisfactory, strafe pits will be closed until the standards described in AFI 13-212 are met. Reason for closure will be included in remarks section of RCOs report. Notify 366 OSS/OSOS and 366 WG/CP of all closures.

5.5.3. RCO will open the tower IAW control tower checklist, AFI 13-212, and applicable supplements.

5.5.3.1. Check on range maintenance or EOD work in progress. Determine appropriate actions/closures.

5.5.3.2. Ensure required fire fighting equipment is available IAW range contract.

5.5.3.3. Obtain burn index category from 366 CES/CEF (during fire season).

5.5.3.4. Establish contact with TOSS section, DSN728-6893/6897.

5.5.3.5. After completing checklist items, notify 366 WG/CP and RAPCON that range is open and confirm daily schedule. Pass any schedule change to TOSS and range maintenance crew.

5.6. Aircraft Control:

5.6.1. Only one flight is authorized on range at anytime, unless previously advised of coordinated tactical attacks such as composite training missions. RCO can clear a flight on range if preceding flight has started to depart range. RCO may split the range in any manner to maximize range usage. ***EXAMPLE:*** Departing flight has 11,000 MSL and above, and entering flight has 10,000 MSL and below. (***NOTE:*** RCOs cannot assign altitudes to aircraft.)

5.6.2. During day operations, RCO must visually acquire aircraft prior to weapons release unless flight is operating under flight lead control. If weather conditions prevent RCO from seeing aircraft, but the aircrew can see target, RCO will not give clearance to release regardless of VFR or IFR conditions. Refer to paragraph 3.7.3 for flight lead control procedures.

5.6.3. Range Holding Pattern.

5.6.3.1. Day VMC Holding. RCO will advise aircraft entering VMC holding of other aircraft known to be operating in area.

5.6.3.2. Night/IMC Holding. Flights will hold in the published holding pattern under 366 WG/CP control.

5.6.4. Flight composition will not normally exceed four aircraft (excluding FACs). Additional aircraft may be allowed on range if performing coordinated tactical attacks.

5.6.5. Final arming will be IAW chapter 3. Advise flights when restricted arming and/or flare procedures are in progress.

5.6.6. Minimum spacing for level and climbing deliveries will be IAW AFI 11-214 or local directives.

5.7. Radio Procedures:

5.7.1. UHF Radios. RCO control tower is equipped with two UHF radios. Primary radio is operated on UHF 292.2, secondary 381.3. Range may be opened for normal operations with only one operational radio. RCO will advise flights on range and 366 WG/CP that limited UHF capability exists. Radio or weather equipment malfunctions will be reported to 366 OSS/OSRR or 366 WG/CP.

5.7.2. Radio Calls. Aircraft radio calls will be IAW AFI 11-214 or local directives.

5.7.3. RCO Radio Techniques. RCO will transmit IFF squawk, weather conditions, altimeter settings and range/traffic information. RCO will ensure all transmissions requiring acknowledgment are “acknowledged”. RCO will clear all ordnance expenditures. If for any reason the RCO cannot clear an aircraft “Hot”, he may call “continue”. If RCO has any safety concerns, he will withhold clearance to drop and require aircraft to go through dry.

5.7.4. Aircraft Radio Failure. Will be IAW paragraph 3.11.

5.7.5. Range Radio Failure. If both primary and secondary UHF radios fail during a mission, RCO will immediately notify Raymond 27. Raymond 27 can continue mission under Class B procedures IAW chapter 3.

5.7.6. Range Exit:

5.7.6.1. West Departure. Flights will pass post range request to RCO on last pass. RCO will pass to RAPCON via voice page hotline. Flights will not depart range frequency until RCO has coordinated with RAPCON and given clearance to change frequency and depart.

5.7.6.2. Indian Cove Departure. Flights will notify RCO 5 minutes prior to range departure.

5.8. Forward Air Control Operations:

5.8.1. Air/ground forward air controller (FAC) will coordinate with RCO DSN728-2422, 366 OSS/OSOS DSN728-2172, and 366 OSS/OSRR, Extension 2985. Coordination will include: Number and type of aircraft, range restrictions, and targets.

5.8.2. FAC assumes RCO duties for controlling aircraft.

5.8.3. RCO will act as safety observer and ensure compliance with all directives.

5.8.4. When controlling range under Class B procedures, FAC must coordinate with 366 WG/CP to determine all range restrictions and manned sites. FAC will ensure manned sites are not over-flown.

NOTE: **All** Ground Forward Air Control (FAC) personnel are required to coordinate with 366 OSS/OSR prior to conducting any operations on SCAFR. Ground FACs **will not** be permitted on range without a signed FAC coordination letter from 366 OSS/OSR.

5.9. Restricted Operations:

5.9.1. The following conditions require termination or restricted range operations:

5.9.1.1. Aircraft crash or bailout.
5.9.1.2. Electrical power failure or radio failure.
5.9.1.3. Adverse weather conditions.
5.9.1.4. Range fires.
5.9.1.5. Birds within range area that pose a bird strike safety hazard.
5.9.1.6. Personnel or equipment on impact areas.
5.9.1.7. Any other unusual condition which is potentially hazardous.
5.9.1.8. Ground personnel without laser eye protection
5.9.1.9. At the discretion of 366 OG/CC.

5.9.2. Under restricted operations, RCO will:

5.9.2.1. Advise affected aircraft by UHF radio.

5.9.2.2. Notify 366 WG/CP of range status. 366 WG/CP will notify 366 OG/CC, 366 OSS/OSOS, and all scheduled range users if needed.

5.10. EOD and Maintenance Operations. When EOD or maintenance operations are in progress, over-flight of closed side of range is prohibited. RCO will ensure all incoming flights are briefed to avoid over-flight. (Attachment 9) Briefings should be explicit and will be acknowledged by all flight members.

5.11. Ground Traffic Control. RCO clears all movement on range via FM radio.

5.12. Emergency Procedures:

5.12.1. RCO will notify 366 WG/CP of an aircraft accident/incident and run aircraft accident/incident checklist. SCAFR personnel will render assistance as directed by the RCO.

5.12.2. Inadvertent Release. Report type object, aircraft position and time, damage, and aircraft's estimated landing time.

5.12.3. Hung Bomb/Runaway gun. For hung/suspected hung ordnance or runaway gun, clear aircraft off range after a safety check.

5.12.4. Range Fire:

5.12.4.1. Close side of range affected by fire and hold flights high and dry.

5.12.4.2. Dispatch range crew personnel to fight fire.

5.12.5. Adverse Weather Conditions. 366 WG/CP will notify RCO of the following weather conditions:

5.12.5.1. Surface winds greater than 25 knots.

5.12.5.2. Tornado watch.

5.12.5.3. Thunderstorms within 10 NM of the base or range.

5.12.5.4. Lightning observed within 5 NM of the base or range.

5.12.5.5. Hail ½" or greater.

5.12.5.6. Freezing precipitation.

5.12.5.7. Heavy snow (2" or greater accumulation).

5.12.6. Personal Injury:

5.12.6.1. Have a qualified individual administer first aid to the injured.

5.12.6.2. Call 366 WG/CP, notify them of the injury, and ask to notify 366 WG/SE, then request an ambulance (located in Bruneau) or air ambulance helicopter from Boise be dispatched to pick up the injured.

5.12.7. Airspace Violation. In the event an unauthorized aircraft violates R-3202 airspace:

5.12.7.1. Notify aircraft on range of the intruding aircraft and direct them to hold, if necessary, in an area that will avoid intruder.

5.12.7.2. Do not have aircraft attempt to intercept intruder.

5.12.7.3. Have RAPCON attempt contact with intruder on 243.0 UHF or 121.5 VHF and vector aircraft out of the area.

5.12.7.4. RAPCON will attempt to obtain intruding aircraft's call sign, type aircraft, and destination, and will forward this information to 366 OSS/OSRA along with date and time of intrusion.

5.13. Closing the Range:

5.13.1. Scheduled Closing. Upon completion of the wing flying schedule, RCO will notify 366 WG/CP, prior to exiting range, to ensure start of Class B operations. RCO and contractor will close control tower and range complex IAW checklist.

5.13.2. Unscheduled Closing. If RCO is required to close/restrict range operations, ensure the following actions are taken:

5.13.2.1. Hold flight high and dry.

5.13.2.2. Direct inbound flights to holding pattern.

5.13.2.3. Notify 366 WG/CP and flights of status and estimated delay.

5.13.3. Fire Season. RCO/fire guard will delay tower/range departure a minimum of 30 minutes past last drop.

5.14. Inspections. 366 OG/CC, 366 OSS/OSR, or their designated representative will make periodic unannounced visits to SCAFR. Other agencies such as 366 OSS/OSTW, 366 WG/SE, and 366 OG/OGV will make inspection visits as required. All visits will be coordinated through 366 OSS/OSR (DSN728-2982/2985).

5.15. Daily Range Report and Scoring Record MHAFB Form 5 (Attachment 4) RCO will ensure the MHAFB Form 5 is complete.

CHAPTER 6

COMBAT SEARCH AND RESCUE (CSAR), SPECIAL OPERATIONS PROCEDURES

6.1. Scheduling:

6.1.1. 124 WG will schedule SCAFR through 366 WG scheduling with type/number of aircraft.

6.1.2. Planned scenario (Attachment 2) will be faxed to TOSS. DSN728-4229 prior to takeoff.

6.1.3. All CSAR/JAAT/Special Operations are authorized IAW day and night training rules.

6.2. CSAR Procedures:

6.2.1. Profile will include insertion of a survivor by vehicle or helicopter in Federal withdrawn land surrounding SCAFR, but not including the impact area. Prior coordination is required with 366 CES/CERR, DSN728-6306

6.2.2. Flights will de-conflict prior to entering R-3202.

6.2.2.1. Early entry is not authorized unless pre-coordinated with preceding flight prior to takeoff.

6.2.2.2. If early, helicopters will not over-fly impact area, and will remain below 100’ AGL within the withdrawn area.

6.2.3. Standard CSAR operations include: insertions/extraction of survivor personnel. On scene commander (Sandy 1) will be responsible for planning/directing/de-conflicting all close air support assets under flight lead control. Operations will be conducted IAW with MHAFBI 13-287 and appropriate training rules.

6.3. JAAT Procedures:

6.3.1. Profile will include attack aircraft/helicopters performing coordinated close air support under flight lead control. Operations will be conducted IAW with MHAFBI 13-287 and appropriate training rules.

6.4. Airlift/Drop Zone (DZ) Procedures:

6.4.1. DZ is located in the southeast corner of the impact area (Attachment 5) and requires prior coordination for set-up

6.4.1.1. Authorized ordnance: Heavy equipment, Container Delivery Systems (CDS), and training bundles.

NOTE: [Personnel drops are authorized on SCAFR impact area. Personnel drops must be coordinated through the 189AS Idaho ANG DSN422-5307/3134. 124 WG is responsible for all air drop events.]

6.4.1.2. Delivery procedures will be IAW AMCP 55-16, *Computed Air Release Systems Techniques*, MCR 55-40 *Computed Air Release Systems Procedures*, MCR 55-130, Volume 2, *C-130 Tactical Operations*, and training rules. Minimum altitude is 300'AGL (day) and 800'AGL (night). Run-in heading is 354° magnetic for salvo/hung load deliveries.

6.4.1.3. Recovery operations will be pre-coordinated with IDANG. Release is not authorized if recovery has not been pre-coordinated. Block times will be scheduled to include recovery operations.

6.4.2. Escape Procedures: Escape north for range exit at completion of drops. IFR range exits will be planned to PUP 02 (island located N42-55.78 W115-29.79 MUO 094-018 at 6500' MSL) IFR clearance will be coordinated through MUO approach prior to exiting R3202. Formations will contact MUO approach for VFR following if required for that phase of flight. For follow-on routes prior to recovery, exit will be planned to either PUP 02 (500'AGL for visual formations, 8,000' MSL for Station Keeping Equipment (SKE) formations) or PUP 01 (road intersection located at N42-33.20 W115-53.83 MUO164-029 at 500'AGL for visual formations, or 9,000' MSL for SKE formations. Coordination will be accomplished through the RCO or MUO RAPCON for ATC IFR clearance prior to leaving R3202.

6.5. Special Operations Procedures:

6.5.1. Special Operations teams must coordinate with 366 OSS/OSRR (DSN728-2985) for range training and guidelines IAW MHAFI 13-287.

JOHN H. TWEEDY, Colonel, USAF
Commander, 366th Operations Group

DISTRIBUTION LIST

OFFICE	ADDRESS	QUANTITY
HQ ACC/DOR	205 Dodd Blvd STE 101 Langley AFB VA 23665-2799	1
5 OSS/OST	300 Summit Drive Minot AFB ND 58705-5044	1
8 AF/IGI	66 Kenney Ave STE 101 Barksdale AFB LA 71110-2279	1
8 FS/DOW	Bldg 892 South 1171 Bong St Holloman AFB NM 88330	1
15 SOS	824 Tully St Bldg 90145 Hurlburt Field FL 32544-5854	1
16 SOSS/SOSTW	144 Bennett Avenue Hurlburt Field FL 32544-5854	1
16 OSS/DOK	215 Bennett Avenue Hurlburt Field FL 32544-5854	1
27 FW/OSS	102 North Torch Blvd Cannon AFB NM 88101-6121	1
28 OSS/OST	1291 Ryan St STE 1 Ellsworth AFB SD 57706-4801	3
37 BS/DOFA	1681 McConnell Blvd Ste 1 Ellsworth AFB SD 57706-4842	1
77 BS/DOS	1750 LaMay Blvd STE 1 Ellsworth AFB SD 57706-4842	3
120 FW/OSK	2800 Apt Ave B Great Falls MT 59404-5579	2
127 BS	52960 Jayhawk Dr STE 95 McConnell AFB KS 67221-9010	2

124 APF/ATOC	3787 Aeronca St Boise ID 83704-8006	1
184 BW/OG	52960 Jayhawk Drive McConnell AFB KS 67211-9010	2
189 AS/OSO	4255 South Byrd St Boise ID 83705-8006	2
190 FS/OSS	Lt Col Compton 3996 Aeronca St Boise ID 83705-8006	10
388 OSS/OSTW	5887 D Avenue Hill AFB UT 84056-5017	3
419 FW/DOW	5713 Lahm Ln Hill AFB UT 84056-5410	3
Commanding Officer Electronic Attack Sq	3760 North Charles Porter Ave Oak Harber WA 98278-6200	3
VAQRON 130	Unit 25404 Oak Harber WA 98278-5414	2
Commanding Officer VAQRON 133	Unit 25407 FPO AP 96601-6417	1
Commanding Officer	VAQ 139 Oak Harber WA 98278-5414	1
VAQ 142	Unit 25416 FPO AP 96601-6426	4

LOCAL USERS

OFFICE	**QUANTITY**
366 OG/CC	1
/OGV	1
366 WG/CP	1
/PA	1

/SE	1
366 OSS/OSA	1
/OSR	1
/OSRA	1
/OSRR	20
/OST	1
366 SG/CC	1
366 CES/CC	1
/CED	1
/CEF	1
366 MDG/CC	1
366 AMD/SGPB	1
366 CONS/CC	1
366 CS/SCC	1
22 ARS/CC	1
34 BS/DOW	1
266 RANS/CC	1
/DO	1
389 FS/DOW	1
390 FS/DOW	1
391 FS/DOW	1

SCAFR/ MT. HOME AIRSPACE COMPLEX COORDINATION CHECKLIST

1. **FLT CALL SIGN**: _____ **FLT LEAD**:_____

2. **MISSION DATE**: _____**RANGE TIME**:_____

3. **#/ TYPE AIRCRAFT**: _____ **MODE/CODE: BLUE AIR**: _____**RED AIR**:_____

4. **GUN #'S**:_____

5. **TOSS: TARGET** **# OF PASSES** **EVENT** **HDG** **WEAPON**

_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

HOT SPOTS ? (NIGHT FLIGHTS) ☐

LASER OPS ? ☐

VHF CHANNELS CIRCLE ONE
V-16
V-17
V-18
V-19
389TH ONLY

IR TARGETS? ☐

STRAFE: YES / NO **HAS LAS LRS** **EC:** YES / NO

6. CIRCLE EC THREATS DESIRED FROM THE LIST BELOW OR YOU WILL BE PROVIDED THE THREATS FROM THE WEEKLY THREAT SCHEDULE (NOT ALL THREATS ARE AVAILABLE AT THE SAME TIME).

E-1 Long Track
E-2 Back Net A
E-3 Side Net B
E-4 Dog Ear
E-5 Flat Face
E-6 Barlock
E-7 TPS-43
E-8 Thin Skin
E-9 Squat Eye
E-10 Top Sail
SN-1 Peel Group
S-1 GinSling/Fan Song B/F
S-2 Fan Song C/E
S-3 Low Blow
SN-3 Head Lights
S-4 Pat Hand
S-5 Square Pair
S-6 Straight Flush
S-7 Land Roll/Pop Group
S-8 Big Bird
S-9 Fire/Front Dome
S-10 Grill Pan
S-11 Scrum Half
SB-1 Nike Ajax
SB-2 Crotale Acq
SB-3 Rapier Acq
SB-4 Sky Guard
SB-5 Nike
SB-6 HAWK Acq/ROR
SB-7 Rolland
A-1 Whiff
A-2 Firecan
A-3 Flapwheel
A-4 Gundish
A-5 Hot Shot
A-6 Drum Tilt
A-7 Bass Tilt
A-8 Muff Cobb
A-9 Owl Screech
A-10 Hawk Screech
A-11 Sun Visor
AB-12 Team Work 1
AB-13 Superfledermaus
AB-14 Fly Catcher

7. PROFILE LEVEL: **P1.** MAXIUM SIGNAL DENSITY **P2.** DAY TO DAY TRAINING
P3. STANDARD FOR CWTs **P4.** CHECKRIDES/ORI/ORE

8. TIMING : EMITTER ON TIME R3202: _____ GRASMERE:_____ TOT:_____

9. THREATS DOWN FOR "***MAGNUM***", ***"SPLASH"***, ***"TIMEOUT"*** CALLS: **YES / NO**

10. "**MIKE**" CALLS: **YES / NO** **VISUAL CUEING: SMOKEY SAMS: YES / NO** **SMOKEY GUNS: YES / NO**

11. EW FEEDBACK REQUESTED: HARDCOPY **YES / NO** VIDEO TAPE: **YES / NO**

NOTE: Fax to 266 RANS @ 728-6843 VOICE @ 728-6835/6212 and TOSS @ 728-4229 VOICE @ 728-2709.
For specific scenario threats and engagement summary format, ref. AFI 13-212 MHAFB INST 13-287. TOSS scores will be FAXED to squadron after each mission. TOSS video tape available at bldg 923.

266 RANS ENGAGMENT REPORT KEY

Time: Local time to the second.

Aircraft/ID: Aircraft type, callsign, or IFF mode and code

Threat Simulated: Threat identifier (Paragraph 4.3)

Threat Location: Threat location (Paragraph 4.2)

Activity: Description of radar or aircraft actions throughout engagement. Codes follow:

AC: Aircraft acquired—engagement starts
AR: Aircraft tracked by radar
AO: Aircraft tracked with optics/visual
JAM: Jamming observed
CHF: Chaff observed
MVR: Maneuvers observed
FLR: Flares observed
TM: Aircraft terrain masking
M: Fire 1 missile at aircraft
G: Fire AAA at aircraft
BL: Aircraft breaks lock
Success (Y): AAA fire complete or missile timeout within threat parameters

AAA Rules:
Less than 57mm round simulation 3-second straight and level flight
57mm or greater round simulation 5-second straight and level flight

Missile Fly-out Times and Rules:
Inbound/Outbound (less than 20 degree azimuth change during missile fly-out)
Inbound: 1 second for every nautical mile in range
Outbound: 4 seconds for every nautical mile in range
Beam (greater than 20 degree azimuth change during missile fly-out)
2 seconds for every nautical mile in range
Single missile is required for auto-tracked target
2 missiles required for manual-tracked or optically tracked target
Receipt of jamming during missile fly-out for IFF-tracked target negates missile/AAA success

SAMPLE MHAFB FORM 5

DAILY RANGE REPORT AND SCORING RECORD			DATE
RANGE OFFICER #1	TIME ARRIVED	TIME DEPARTED	TIME RANGE OPEN (TENTHS)
RANGE OFFICER #2	TIME ARRIVED	TIME DEPARTED	TIME RANGE OPEN
RANGE OFFICER #3	TIME ARRIVED	TIME DEPARTED	TIME RANGE OPEN
RANGE OFFICER #4	TIME ARRIVED	TIME DEPARTED	TIME RANGE OPEN
SUNRISE	SUNSET	TOTAL TIME RANGE OPEN (TENTHS) UNCONTROL/UNCONTOL	TIME RANGE OPEN (CONTROL)

RANGE UTILIZATION

	TIME ON (SCHEDULED)	TIME SCHEDULED (TENTHS)	TIME ON (ACTUAL)	TIME OFF (ACTUAL)	TIME USED (TENTHS)	UNIT AND TYPE OF AIRCRAFT	CALL SIGN	NUMBER OF AIRCRAFT IN FLIGHT
A. DAY (CONTROLLED)								
B. DAY (UNCONTROLLED)								
C. NIGHT (CONTROLLED)								
D. NIGHT (UNCONTROLLED)								
TOTALS:								

1. DAY-CONTROL	TIME SCHEDULED (TENTHS)	TIME USED (TENTHS)	NUMBER OF AIRCRAFT	TIME LOST (TENTHS/NO ACFT)
2. NIGHT-CONTROL				
3. DAY-NIGHT UNCONTROL	DAY NIGHT	ESTIMATED TIME USED	ESTIMATED NO. AIRCRAFT	
4. TOTAL	DAY NIGHT	DAY NIGHT	DAY NIGHT	

MHAFB FORM 5, JAN 95 *(EF-V1)*

MINUTES TO TENTHS CONVERSIONS		TIME LOST (TENTHS/NUMBER OF AIRCRAFT)
1 TO 2 MIN	.0 HR	WEATHER
3 TO 8 MIN	.1 HR	POWER FAILURE
9 TO 14 MIN	. 2 HR	RADIOS
15 TO 20 MIN	.3 HR	FIRE
21 TO 26 MIN	.4 HR	EMERGENCIES
27 TO 33 MIN	.5 HR	OTHER
34 TO 39 MIN	.6 HR	_____
40 TO 45 MIN	.7 HR	TOTAL:
46 TO 51 MIN	.8 HR	
52 TO 57 MIN	.9 HR	
58 TO 60 MIN	1.0 HR	

FOULS

UNIT	CALL SIGN	TIME SCHEDULED ON/OFF	TIME ACTUAL ON/OFF	REASON

EVALUATIONS

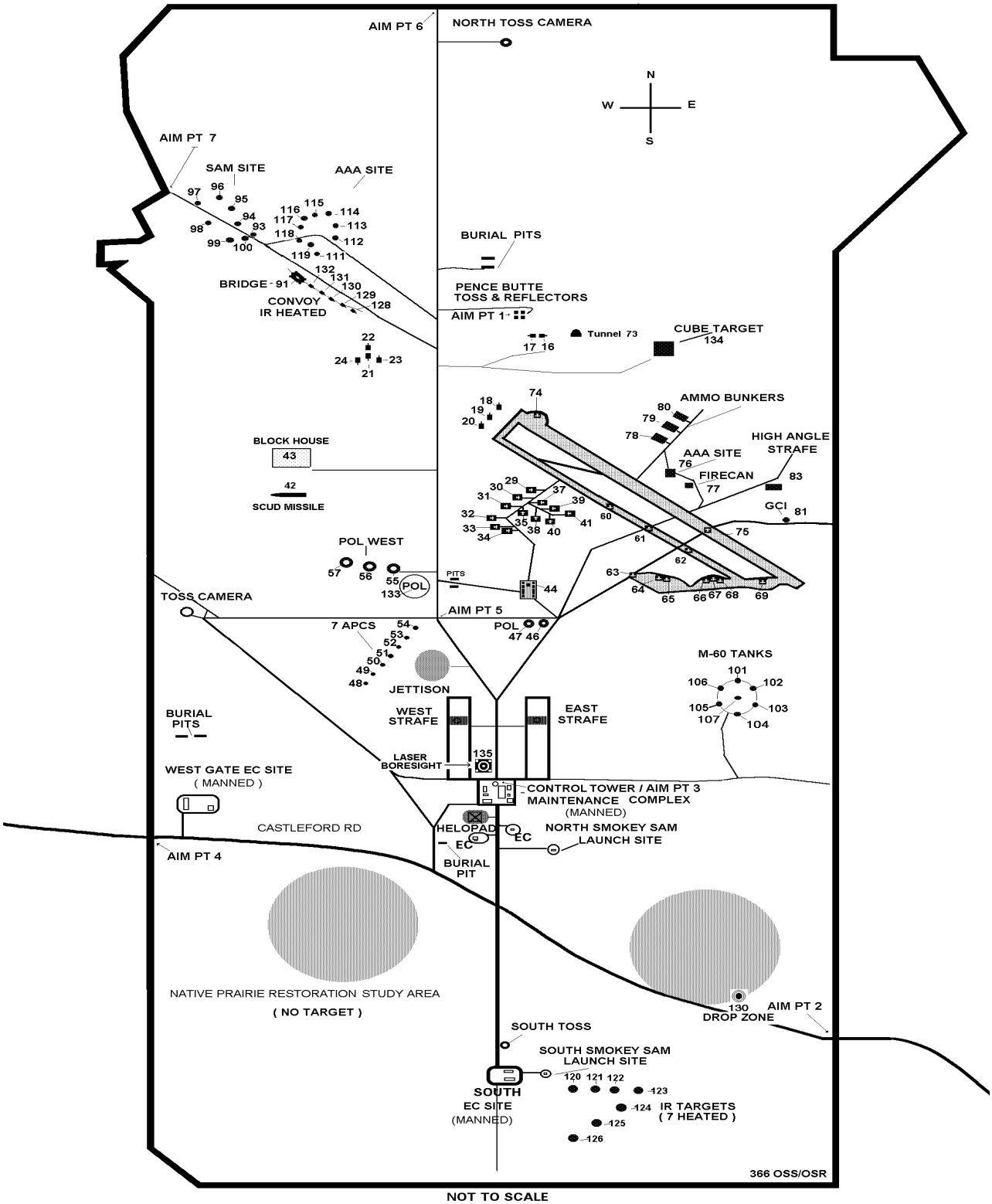
EVALUATOR	TIME ARRIVED/DEPARTED	TIME IN TENTHS	COMMENTS

CREW IDENTIFICATION CALL SIGN / G#	STRAFE SCORES PASS 1	2	3	4	5		CREW IDENTIFICATION CALL SIGN / G#	STRAFE SCORES PASS 1	2	3	4	5	

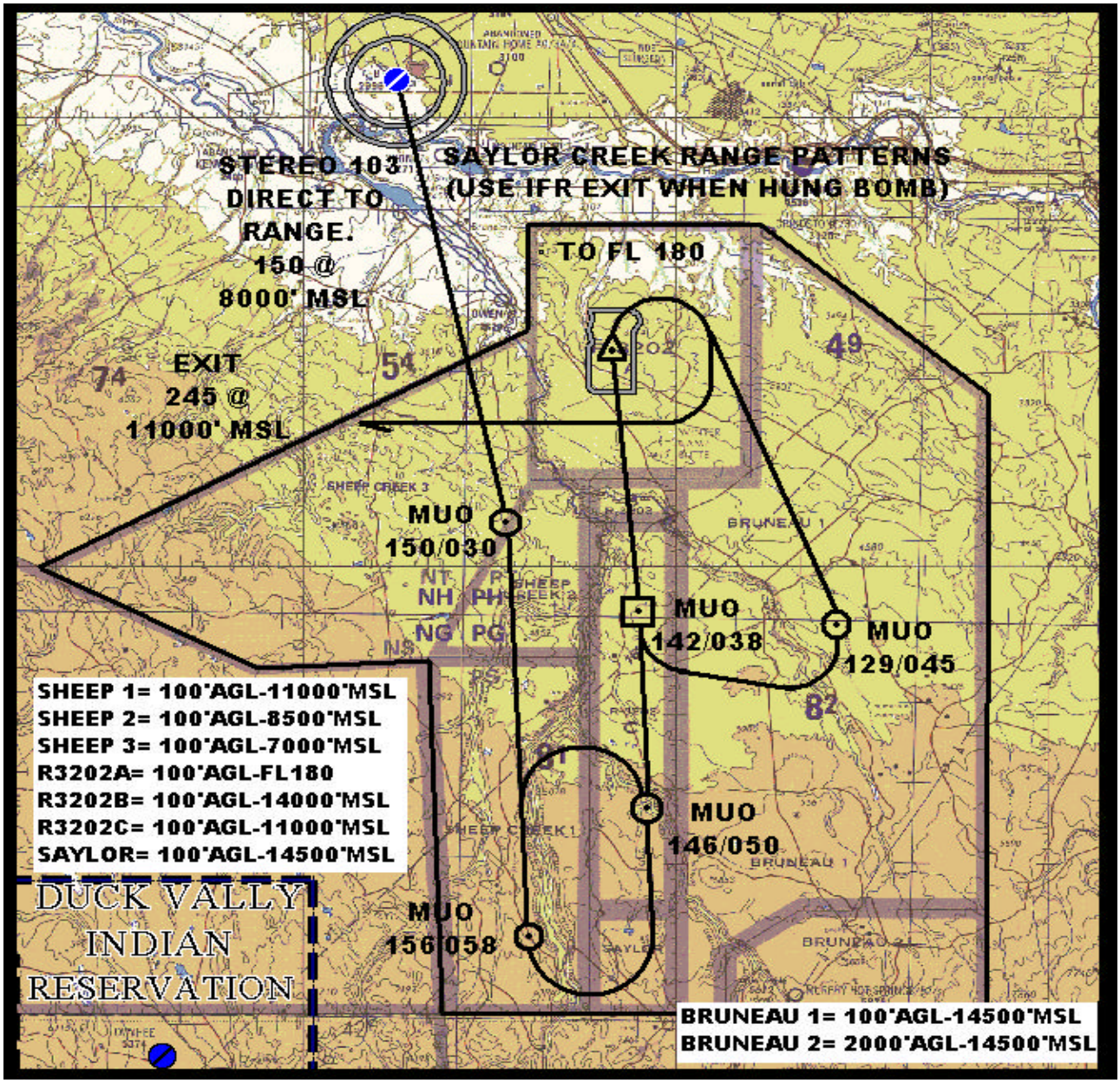
NOTES

MHAFB FORM 5, JAN 95 **(Reverse)**

TARGET AND OFFSET DIAGRAM



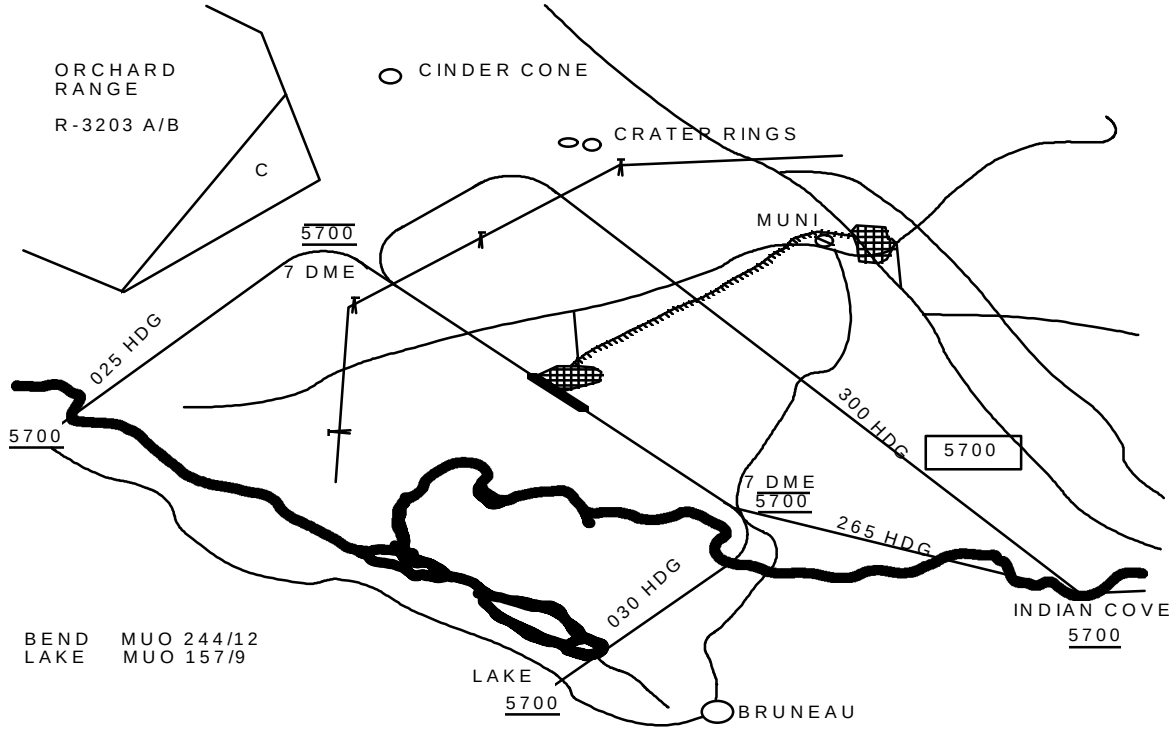
IMC PATTERN, HOLDING PATTERN, RANGE EXIT



IMC HOLDING PATTERN: MUO 146/050, 9000'-11000'MSL, 350Kts, 30Deg bank, 10NM legs
IMC RE-ENTRY: TGT-MUO 129/045-MUO142/038, 480Kts, 30Deg bank, (TFR) OR 11000'MSL/6700'MSL/MSA
NIGHT NOTES: 1. Turn off target will not be started until at 6700'MSL or on TFR. 2. Ground track of 342 will be adhered to from IP to Target. 3. MSA from IP to Target is 5500'MSL.

MUO 150/030	MUO156/058	MUO146/050	MUO142/038	MUO 129/045
N42-33	N42-05	N42-25	N42-27	N42-26
W115-44	W115-42	W115-32		W115-33 W115-17

VFR RECOVERIES



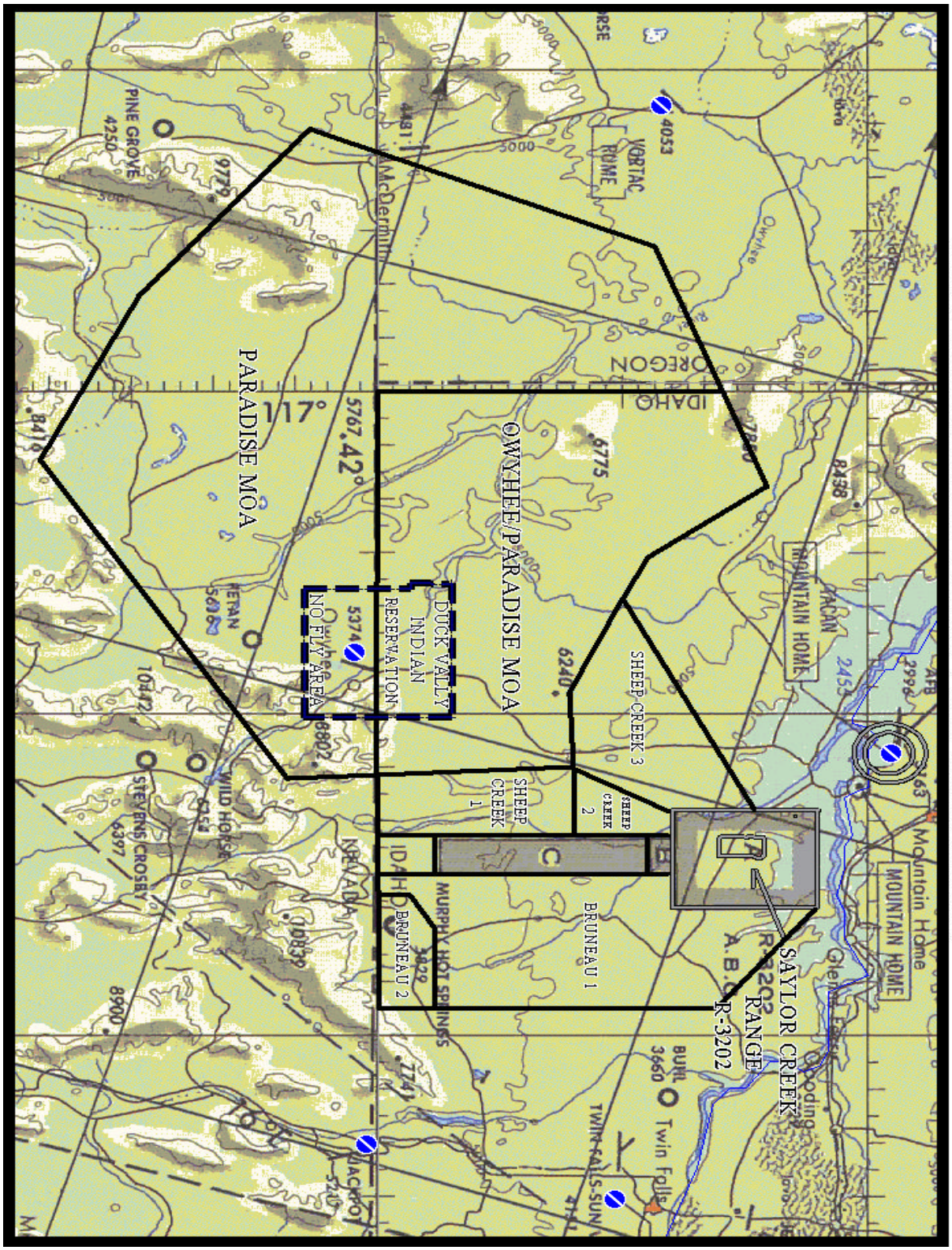
INDIAN COVE	**N42-56.0**	**W115-33.7**	**MUO 099/16**
LAKE	**N42-53.6**	**W115-50.5**	**MUO 157/09**
BEND	**N43-01.0**	**W116-08.5**	**MUO 244/12**

INDIAN COVE - BEFORE THE LAST PASS ON THE RANGE, R-3202, THE AIRCRAFT WILL ADVISE THE RCO "INDIAN COVE RECOVERY," AND DEPART THE RANGE VFR. CONTACT TOWER ON LOCAL CHANNEL 3 WITH THE CURRENT ATIS CODE. AIRCRAFT WILL REPORT CROSSING INDIAN COVE (MUO R099/16) AT OR ABOVE 5700 FEET MSL HEADING 300 (RWY 12) OR HEADING 265 (RWY 30). MAINTAIN 5700 FEET MSL UNTIL 7 DME ON FINAL. AT 7 DME ON FINAL, DESCEND TO 4800 FEET MSL (INITIAL) OR 4300' (STRAIGHT-IN)

LAKE - REPORT CROSSING LAKE AT OR ABOVE 5700FT MSL, 030 HDG. PROCEED TO A 5-7 DME INITIAL/STRAIGHT-IN. CROSS 7 DME AT 5700 FT MSL, THEN DESCEND TO 4800 FT MSL (INITIAL) OR 4300FT MSL (STRAIGHT-IN).

BEND - REPORT CROSSING BEND AT OR ABOVE 5700FT MSL, 025 HDG. PROCEED TO A 5-7 DME INITIAL/STRAIGHT-IN. CROSS 7 DME AT 5700 FT MSL, THEN DESCEND TO 4800FT MSL (INITIAL) OR 4300FT MSL (STRAIGHT-IN). AVOID R-3203 TO THE NORTH.

RANGE RESERVATION BOUNDARIES



RESTRICTED AREA BOUNDARIES:

R3202A - Surface to 18,000' MSL
42 53.00N 115 42.38W to
42 53.00N 115 24.05W to
42 36.00N 115 24.05W to
42 36.00N 115 42.38W to the point of beginning.

R3202B - Surface to 14,000' MSL
42 36.00N 115 37.05W to.
42 36.00N 115 30.05W to
42 30.00N 115 30.05W to
42 30.00N 115 37.05W to the point of beginning.

R3202C - Surface to 11,000' MSL
42 30.00N 115 37.05W to
42 30.00N 115 30.05W to
42 07.00N 115 30.05W to
42 07.00N 115 37.05W to the point of beginning.

MILITARY OPERATING AREAS (MOA) BOUNDARIES:

Owyhee MOA - 100' AGL to but not including 14,500 MSL. Area boundary:
42 00.00N 117 00.05W to
42 42.17N 117 00.05W to
42 47.50N 116 42.05W to
42 32.75N 116 28.80W to
42 23.50N 116 04.05W to
42 24.17N 115 50.32W to
42 00.00N 115 48.68W to the point of beginning.

Sheep Creek 1 MOA - 100' AGL to 11,000 MSL. Area boundary:
42 24.17N 115 50.32W to
42 24.00N 115 37.05W to
42 00.00N 115 37.05W to
42 00.00N 115 48.68W to the point of beginning.

Sheep Creek 2 MOA - 100' AGL to 8,500 MSL. Area boundary:
42 24.17N 115 50.32W to
42 36.00N 115 42.38W to
42 36.00N 115 37.05W to
42 24.00N 115 37.05W to the point of beginning.

Sheep Creek 3 MOA - 100' AGL to, but not including, 7000 MSL. Area boundary:
42 46.50N 115 42.38W to
42 29.90N 116 21.13W to
42 23.50N 116 04.05W to
42 24.17N 115 50.32W to
42 36.00N 115 42.38W to the point of beginning.

Bruneau 1 MOA - 100’ AGL to 14,500 MSL. Area boundary:

42 53.00N 115 24.05W to
42 53.00N 115 23.05W to
42 41.61N 115 05.05W to
42 07.00N 115 05.05W to
42 07.00N 115 20.05W to
42 04.00N 115 26.05W to
42 00.00N 115 26.05W to
42 00.00N 115 30.05W to
42 36.00N 115 24.05W to the point of beginning.

Bruneau 2 MOA - 2000’ AGL to 14,500 MSL. Area boundary:

42 00.00N 115 26.05W to
42 00.00N 115 05.05W to
42 07.00N 115 05.05W to
42 07.00N 115 20.05W to
42 04.00N 115 26.05W to the point of beginning.

Saylor MOA - 100’ AGL to 14,500 MSL. Area boundary:

42 00.00N 115 37.05W to
42 07.00N 115 37.05W to
42 07.00N 115 30.05W to
42 00.00N 115 30.05W to the point of beginning.

Paradise MOA - 14,500 MSL to but not including FL180 ATC assigned airspace FL180 to FL290 or higher upon Center approval. Area Boundary:

42 47.50N 116 42.05W to
42 32.75N 116 28.80W to
42 23.50N 116 04.05W to
42 24.17N 115 50.32W to
41 49.00N 115 48.05W to
41 19.00N 116 47.05W to
41 31.00N 117 18.05W to
41 52.00N 117 49.07W to
42 34.00N 117 27.07W to the point of beginning.

Gunfighter Airspace - Top of existing airspace to as assigned typically FL500. Area Boundary:

42 53.00N 115 23.05 W to
42 41.61N 115 05.05W to
42 00.00N 115 05.05W to
42 00.00N 115 48.68W to
42 24.17N 115 50.32W to
42 23.50N 116 04.05W to
42 29.90N 116 21.13W to
42 46.50N 115 42.38W to the point of beginning.

Gunfighter Corridor - Typically FL190 to FL 230. Area Boundary:

42 47.00N 117 51.00W to
42 50.00N 117 37.00W to
42 44.00N 117 27.00W to
42 20.00N 117 35.00W to the point of beginning.

ATTACK RESTRICTIONS DURING EOD DOCONTAMINATION

A9.1 Over-flight of the closed portion of the range during deliveries (including ingress/recovery/egress) is prohibited. Container deliveries are allowed with the following restrictions:

A9.1.1 When the west side of the range is closed, clockwise deliveries on the east side will use run-in headings between 345-360 magnetic (see diagram 1).

A9.1.2 When the east side of the range is closed, counter-clockwise deliveries on the west side will use run-in headings between 330-345 magnetic (see diagram 2).

A9.1.3 Do not drop on targets near the east/west dividing line without RCO approval.

A9.1.4 Strafe is prohibited

A9.1.5 Heavy weight deliveries must be coordinated with the RCO

A9.1.5.1 Heavy weight targets during EOD clean-up, West side target 91, East side target 83.

A9.1.6 Laser use must be coordinated with the RCO.

WEST SIDE CLOSED

RUN-IN RESTRICTED TO 345-360 DEGREES

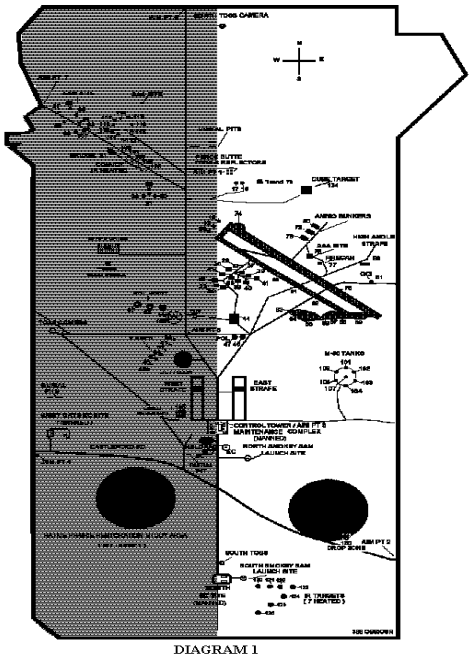


DIAGRAM 1

EAST SIDE CLOSED

RUN-IN RESTRICTED TO 330-345 DEGREES

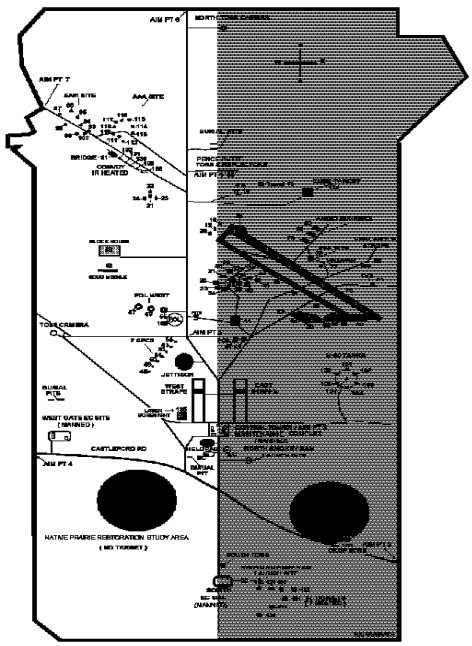


DIAGRAM 2

A9.2 Departures from range (including rejoins and IFR recoveries) will be above 14,000' MSL (10,000' AGL) if over-flying the closed portion of the range.

SAMPLE MONTHLY RANGE UTILIZATION REPORT

MONTHLY RANGE UTILIZATION REPORT

MONTH:		TIME RANGE	TOTAL	TIME	TOTAL	TIME	TIME	TIME	TIME	TIME USED	TIME	# ACRFT	TIME
	REMARKS:	OPENED	TIME	SCHE'D	TIME	USED	USED	USED	USED	TOTAL	USED	TOTAL	LOST
DAY	(SAT/SUN CLSD/NOFLY)	(TENTS) CON/UNCON	RANGE OPEN	DAY-NIGHT	SCHE'D	DAY CONTR	DAY UNCON	NIGHT CONTR	NIGHT UNCON	DAY-NIGHT	TOTAL	DAY-NIGHT	TENTHS-REASON
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
13													
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26													
27													
28													
29													
30													
31													
TOTAL													